



Charing Cross Bridge

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IT might conceivably be thought from the title of to-night's programme that I had myself proposed the reading of a Paper by myself, and that I had chosen Charing Cross Bridge as the subject. I should like to remove both these impressions if either exists. I may say, in the first place, that I have never as far as I remember proposed to read a Paper anywhere on anything, and, secondly, that I should be very unlikely to put myself forward as an instructor of architects or of the public on the subject in question. Having cleared those two points I will give my answer to a third that may arise. Someone may say, "Why revive a subject which is understood to be put to rest?" I will answer that with vehemence. I may not be the man to deal with the subject, and this may not be the moment, but as to the deadness of the subject I am prepared to issue a certificate not of death but of vitality. Gentlemen, so long as the present Charing Cross Bridge exists the Charing Cross Bridge question will never die. It happens, by an unexpected turn of events, that the revival by the promoter of the St. Paul's Bridge scheme, since the beginning of my preparations, gives very special point to our consideration of a project which has in every kind of way a prior claim to attention and to public interest.

If the owners of that Bridge wish to perpetuate London's interest in its removal they have nothing to do but to continue keeping the Bridge itself alive. It will continue to plead as nothing else can plead for its own abolition.

The building of that bridge was possibly pardonable; for its retention there is no excuse, nor is there any parallel calamity in the river's history save one: the lamentable loss of old London Bridge. Speaking personally, I may say that there is only one bribe that would induce me to acquiesce in the continuance of Charing Cross Bridge. If by some wizardry you could give me back the pre-fire London Bridge with the houses on it, I would at that price reconcile myself to the prolonged existence of the unholy thing.

Common sense will reply to this observation that I do not know the elementary facts of the practical problem at issue, and that one who can talk of the demolition of the ancient London Bridge as a calamity ignores the fact that the loss of the old bridge brought about the abolition of a most inconvenient obstruction to river traffic, the weir with which the construction of the bridge was incorporated.

I have no wish to pursue this point, and as we cannot have old London Bridge back I will not cry for the moon.

But, let it be said, it is not merely fools who have suggested that the water traffic problem would be partly improved—not hindered—by the re-establishment of a weir or rather a modern barrage at some chosen point below bridges.

Now, of course, there are hosts of arguments for the retention of the iron railway bridge that we know so well. One of them is even, I am told, an æsthetic argument put forward by some of those

modern painters who either see beauty where others see ugliness or believe that beauty doesn't matter. I am going to believe in those painters on the day when I find that they select their sweethearts and wives exclusively from the class of female deformity that they portray.

The strongest argument of the bridge guardians is that Charing Cross is Charing Cross, and that by hook or crook the S.E. and Chatham Railway has got to get there from the Surrey side. Why? Partly no doubt because by the whole French nation no pair of words are better known or worse pronounced. That difficulty could conceivably be got over by allowing the name as well as the station to be transferred to the other side of the river. The sentimental trouble—all sentimental troubles are worthy of respect—would be much worse if Sir Charles Barry had lived at the time of Queen Eleanor instead of in the days of Queen Victoria. As matters stand I have an impression that the earlier Queen's memory can be kept green as well by Barry's monument as by his hotel.

But Charing Cross, as the terminus of the traffic of the S.E. and Chatham Railway, must remain where it is. At Charing Cross it has arrived—in Southwark it would only be still approaching. Now it is "on the green," so to speak; in Surrey it would be a long mashie shot from its objective. There I join issue at once, and make bold to say that the distance at which Euston, St. Pancras, King's Cross, Victoria, Waterloo, and perhaps Paddington, stand from the centre of London's activity is the right distance. By a slide or two I will shortly enforce this argument.

From the general consideration of traffic problems, traffic being what it is to-day, I maintain that no useful public purpose is served by giving either the Continental visitor or the magnates of Surrey a means of central access which is denied to West Countrymen or Scots.

Moreover, ignorance as to the value and centrality of Surrey land in the heart of London is rampant. One would think that the establishment of the L.C.C. palace on the Surrey shore would by now have had its effect on that ignorance. But no. Not yet. The effect, however, will come, and will come rapidly. Slowly but surely even those who officially placed Sir Reginald Blomfield's eagle with its beak facing symbolically South, will learn that it is facing East, and will become convinced that Westminster Bridge is heading not for the

South Coast but for the City shores of the Thames. Bit by bit we shall learn that a new and almost direct road of supreme importance in value will find its way along the line which is the bowstring of the Thames's bow from the Houses of Parliament to London Bridge. With that will come: (1) the acknowledgment of the value of Surrey land, which, one would suppose, even its owners, including the Duke of Cornwall, would like to encourage; (2) the sense of its available quality for first-class buildings of all kinds; (3) the desirability of planting the new Charing Cross Station in a district which would give the station itself a chance of necessary expansion, coupled with extremely easy access to all part of London—east, west and central.

We need not realise these facts if we prefer muddle to method and if we persist in our present policy of letting things happen without foreseeing them. I have always said and I say again that expense is no argument whatever against the discussion of these south side or rather Surrey side problems. Surrey is *going* to be developed as a part of London. Vast sums are *going* to be spent upon that development, and every penny of that expenditure is going to be interest-bearing. All that is needed—and this is a statement so elementary as scarcely to need utterance—is that some kind of official forethought should be given to the problem. Those who breathe of forethought are, it seems, called dreamers, and are accused of ignoring the value of money!

It is merely because architecture, whether in house-planning or in town-planning, means thinking before spending that those who are interested in architecture insist that in this matter of the Surrey future thought shall precede expenditure.

This Paper is not—it is true—on the subject of the Surrey side, but the Surrey side question must be brought into it, because there is no aspect of the Bridge problem which is not either connected therewith or likely to be precipitated by those elements on the further shore which will act spontaneously and ungoverned if their outbreak is not controlled by forethought from the first.

Now what are the elements of the bridge problem? I think they are five in number:

1. The Bridge must go because it is an abomination of ugliness standing commandingly in the spot which is London's great opportunity for beauty on a grand scale. When I use the word beauty I

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mean nothing more fantastic than the ordered arrangement of the useful according to traditional and recognised art.

2. A new bridge must take its place because one is needed at that point, not only for the foot traffic already existing, but also for the wheeled traffic which is ready to make immediate use of any new bridge at or near that point which would accommodate it.

3. The abolition of railway traffic across the river at that quarter would not only simplify the problem of making the new bridge a thing of beauty but would release a large amount of Middlesex land which could be profitably and beautifully used for new streets and new buildings.

4. Incidentally, this would have a double effect in the relief of wheeled traffic, for the new roadway would be a remedy for a congestion of which the presence of a railway station is in itself a part cause.

5. The new bridge, besides being a compensation to the railway companies for the loss of their own powers of crossing the river, would be the means of providing for wheeled traffic a means of crossing from side to side the present necessity for which is as nothing to that which the future—the comparatively early future—will demand.

Next comes the question: Where shall that bridge start and where shall it arrive?

At this point it is well that I should put before you some of the illustrations of schemes which others have devised.

I preface the slides with a few observations.

You will know that there are two schools of thought in this matter. There are advocates of the high-level scheme—who may be described as those who propose to utilise the fall of the ground towards the river on the Middlesex side so as starting from some point twenty feet or more above the present embankment level to allow the present Middlesex embankment road to pass beneath the new approach road. Some propose that the Surrey embankment, if and when formed, shall be similarly crossed by the Surrey approach road.

The low-levellers are those who claim that both embankments will be best served by having direct access to the new bridge.

In fact, the low-levellers' bridge would follow the example of Westminster Bridge, while the high levellers are on the Waterloo Bridge principle.

There are disadvantages, or rather difficulties,

besetting each of these schemes as well as their great and obvious advantages.

The high-leveller must be very careful as to where he starts his new road. Some say relieve the Strand by starting straight from the site of Charing Cross Station. But the Strand is rather fully burdened with its own troubles, and we have to make quite sure that the new road, while relieving with one hand, so to speak, does not, with the other, pour into the Strand at its worst point a burden of fresh influx too heavy to be borne. On this ground there is something to be said for starting higher up—at the level of St. Martin's Church and spanning both the Strand and the embankment.

Again, the arrival on the Surrey shore needs thought. Unless it be decided to honour the new Charing Cross Station by making it the object at which the new bridge aims, there is no great reason for insisting on a high-level arrival on the Surrey shore.

Preceding my exhibition of slides of schemes, I offer two slides which illustrate my argument relative to the position of Charing Cross Station.

First among the schemes I put in a place of honour, which I feel it deserves, the plan prepared by my two friends, Sir Aston Webb and Sir Reginald Blomfield, which bears the imprimatur of Mr. John Burns. It is a notably high-level scheme, and the bridge road runs from the Church of St. Martin to that of St. John with due respect—axial respect—for the tower of each.

For magnificence, the scheme of the late Mr. Adrian Berrington takes a high place. He makes the centre of the angle formed by Waterloo Bridge and the new bridge the axis of his great place on the Surrey side. The perspective drawing gives also some interesting particulars—viz., a curved road from Westminster Bridge to London Bridge on the lines of one once suggested by myself, and he also shows a bold road darting through the green park to realise the hitherto unsuspected alignment of Constitution Hill with Westminster Bridge.

Mr. Caröe comes first in alphabetical order of the low-levellers. His Surrey side embankment has, I admit, an awkward bend, or rather kink. He puts, you see, a semi-circular "place" between the two stations, Waterloo and new Charing Cross.

Professor Adshead is an adherent of the high-level party and is, as one would expect, full of dignity.

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Mr. Barrett, again, is a high-level man. He allots only a narrow embankment to the Surrey shore, and he breaks new ground by making Coventry Street his *point de départ*.

Mr. Lucas prepared two schemes for a high-level treatment. The one I illustrate is, I believe, the second. His motives, again, are on high-level lines.

Mr. Barclay Niven put, I know, a great deal of thought into his low-level project. He was, and is, very conscientiously in favour of the embankment to embankment journey, and I am satisfied that he gave to the question of levels and gradients a very careful study.

Others that I show here are the important scheme of Sir Hamo Thornicroft, the sculptor, a project to which our friend, Mr. E. T. Hall, devoted deep interest, and some plans prepared by Mr. Nesbitt Kemp.

I have also received, through the kindness of Mr. John Murray, slides relating to his own scheme.

In thinking out some questions connected with the development of the Surrey side, I adopted Mr. Niven's Bridge as an assumed low-level scheme, and I exhibit here his plan in relation to possible Surrey roads. Incidentally, I show a suggested position for the new Charing Cross, which I adopt because, though placed on the South-Eastern and Chatham system, it falls in with my view as to the general arrangement of terminal stations, which is that they should be not only all at a respectful distance from the centre of London but reasonably distant from one another—thus avoiding the congestion of road traffic which would result from allowing the streams leading to one station to unite with, or conflict with, those leading to and from another. This, by the way, is my great objection to putting Waterloo and the new Charing Cross cheek-by-jowl.

It will be noticed that on two of my own plans I have indicated St. Paul's Bridge. Heaven forbid that I should thus be suspected of encouraging its birth! The fact is that at the time when I made these plans the little stranger seemed likely to arrive, and I was determined to see whether, if the event did take place, some arrangement could not be made whereby its very doubtful utility in Middlesex could not be compensated for by a life of comparative usefulness on the Surrey shore. I had hoped to speak of it as an hypothesis only, but recent tidings make us fear that the advocates and

paymasters of the St. Paul's Bridge project are in full cry. It would be a calamity were money to be poured out on an unwanted enterprise when the needs we are now pressing so urgently need satisfaction.

It is generally but, I believe, unwisely assumed that the new station is to be a sort of twin brother of Waterloo. If that is so, the high level can profitably be continued up to the site and the level of this great railway centre. Otherwise—and unless it be found desirable to cross over some great new cross road of the future—a graceful descent is desirable, after crossing the Surrey embankment, to one of the existing or future road levels.

The difficulties of the low-level school are also difficulties of level. Assuming, not a wholly necessary assumption, that the gradients of the new bridge must not be steeper than those of Westminster Bridge, and assuming also, as I believe we must, that the clear-way of the central arches must be as high above high-water level as the central arches of the latter bridge, we are faced with the necessity—if an easy gradient is essential—of quitting the embankment on the Middlesex shore at the level 25 or higher. This means that if the end of Northumberland Avenue is adopted as the springing-off point we have to raise the embankment road by from 7 to 10 feet. This, I believe, can be done.

As I have hinted already, I feel sure that the problem of Surrey side arrival can only be faithfully considered in relation to the future road needs of that quarter. I am perfectly sure that what will be needed—what, in fact, is needed—is a road leading with reasonable directness to the City. Long before Charing Cross Bridge schemes were thought of, and long before Waterloo Station was remodelled, it had always been my own hope that the line of axis of Westminster Bridge would be adopted and that a road of comparatively gentle curvature would be allowed to form itself practically direct from Westminster to London Bridge.

That, I believe, is now impossible, if I allow, which I do not, that in this connection there is such a word.

Still, I regretfully believe it to be a fact that the arrangements made in reconstructing Waterloo Station—one of the best bits of modern work of which the architect's name is undiscoverable—have made it impossible for the suggested road to

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set out from Westminster Bridge with anything like an easy curve.

For various reasons I hesitate to come forward with a definite proposal. For one thing, I have been able to show suggestions that come from better men than myself. For another, I notice that definite proposals are always regarded with a cold favour not unmixed with suspicion. But I confess that it has lately occurred to me that the high-versus-low-level controversy might conceivably be solved by a combination of the two, such as would be produced by a central bridge way at the level of, say, O.D. 44, with a roadway on each side of it running from embankment to embankment and only touching the 44 level at a point over the central arch.

There are many objections which can be immediately levelled against such a notion. The first is that whatever level is adopted as the revised embankment level there would necessarily be a fairly stiff gradient up and down from embankment to embankment. To this I reply that the bridge having optional routes no vehicle is compelled to cross at a gradient which its horse or its gear-box finds inconveniently exhausting.

But give a motorist on the Middlesex embankment the option of attempting a gradient of 1 in 15 or going round by Westminster or Blackfriars, and I feel sure that he would dash up the slope of the new bridge.

As to width, 100 feet has been by most designers assumed as the proper dimension for the new over-river roadway, on the ground (a) that width adds to dignity, (b) that it eases traffic. I wonder if either of these assumptions is reasonable. Personally, I believe that the narrower a bridge is, in reason, the finer it is in effect, and as to the second argument I believe experience is against its universal application.

What stops most traffic is a right-angled crossing with a policeman; second to this comes road repair. What is the road in London that conveys the least obstructed, or swiftest, traffic? The highway from Charing Cross to Victoria, otherwise the Mall. How wide is the Mall? 66 feet. But that is not the whole story. Sir Aston Webb, in token of the gratitude of Englishmen to a late monarch, placed an admiral's palace at the eastern end, which, for all its beauty and dignity, is none the less a perforated obstacle.

Does it hinder traffic? Not a bit. It would

scarcely be believed that the fair way available for approach to the 66 feet roadway has a bare aggregate of 30 feet. There are, of course, three archways, all three standing open. The middle one is 21 feet wide, the two side ones 18 feet each. Few, if any, vehicles make use of the centre arch. It exists, as the child said, "in case of the King." So it happens that all day long motors are buzzing contentedly through openings no bigger than the short side of a billiard room.

What is more, I took the trouble to track the traffic a few weeks ago, when there was a white frost, and found that as far as the vehicles were concerned the road would have satisfied them if it had been one long billiard room all the way from King George the Fifth to King Charles the First.

Thus, far from suggesting a bridge 300 feet in width for the triple road, I should venture on 50 feet for the high-level causeway and 50 or even 40 for each side (low-level) road, making it understood that on the Westminster side all traffic should proceed only from Surrey to Middlesex; Middlesex to Surrey vehicles being confined to the Blackfriars flank of the bridge.

I bring these compressed remarks to a conclusion without apologising for the compression. I have felt certain that in our audience there would be many who wish, or can be persuaded, to say more useful things than I have been able to say, and I desire to leave them time for speech. I merely summarise my remarks by reiterating:

1. That C.C.B.M.G. (Charing Cross Bridge must go).
2. That the position of Charing Cross Station is neither logically nor rationally fixed where it is.
3. That traffic needs demand even now a roadway at this point or near it.
4. That they will demand it infinitely more as the near future approaches.
5. That the dispute between high-levellers and low-levellers is or may be capable of solution by combination; and
6. Finally, that money spent upon this bridge will be no bombastic expenditure on luxury but a stately measure of economy, part in fact of that considered development of the Surrey side to which there is no alternative but the desperate and terribly probable course of leaving the Surrey side problem to chance and (coupled with this *laissez-aller*) some lavish expenditure on an at present unwanted bridge at St. Paul's.

Discussion

THE PRESIDENT, MR. J. ALFRED GOTCH, F.S.A., IN THE CHAIR

SIR H. D. KIMBER, BART. (Chairman of the Bridge House Estates Committee, Corporation of the City of London): I feel very much like a fish out of water this evening, as I represent an object which Mr. Waterhouse seems to think is unwanted; and that, judging from the applause he received when he made mention of St. Paul's Bridge, is apparently the opinion of many, if not most, of those present this evening. I do not wish to enter into any controversial subject; but I must say this: that I think the Paper we have heard read by Mr. Waterhouse has been of intense interest, and that it shows there is a possibility of doing good to the community on both sides of the river, which is deserving of the closest consideration from the best brains that this country can produce. It is quite obvious from what he has said that the subject is one of great difficulty, and I imagine that wherever you bring a bridge across the Thames within the London area, it must necessarily be fraught with great difficulties on both sides of the river, and especially on the Middlesex side. Therefore I am not too greatly perturbed by some of the criticisms which have been thrown out, either against St. Paul's Bridge, or Charing Cross Bridge. One thing struck me very forcibly in connection with what Mr. Waterhouse said, and that is, that there does not seem to be any settled opinion, or anything approaching it, on the part of those who favour a bridge in the vicinity of Charing Cross, as to the nature of the bridge, or even exactly where it is to go. He has introduced us to a great many interesting schemes, but I do not know whether he thinks they would serve the purpose, because he carefully began by telling us that he was expressing the views of other people, and he did not say whether, in doing this, he was expressing his own. There were many views illustrating the different schemes, and I imagine the father of each scheme would have nothing to do with the children of the other schemes in competition. There does not seem to be any settled opinion on what will best serve the needs of the community, or what should be done at the west end of London. Not only is the situation not settled, but the jumping-off places at either side—if I may be allowed the expression—are not by any means an agreed subject either. There was another point he did not mention, but which, I think, must necessarily be taken into account very seriously, and that is the question of cost. The cost of any of these schemes, it seems to me, must be prodigious. One view of what struck me as a very noble scheme showed a great expanse of open land at the Strand. If that particular scheme was adopted the acquisition of property and the lay-out and the alterations necessary must, I should think, go into a

number of millions of pounds. The cost would be something enormous, quite apart from the question of the compensation which would have to be paid to the railway company for disposing of their site and putting their station elsewhere. Incidentally, in connection with that point, Mr. Waterhouse expressed the hope that those who had money which they wanted to throw into the river should do so at Charing Cross. I think the relatively humble cost of St. Paul's Bridge would go nowhere in assisting to finance a project on the lines which have been suggested to us this evening. At any rate, the two schemes do not seem to me to be mutually destructive; conceivably they might, at different times, be both completed. But I am not an expert, and therefore I do not pretend to express an opinion on that subject. But if any of these schemes, or an alternative scheme, were to be brought about, it would take some years to bring it into such a position that it could be seriously discussed as a matter of present-day practical politics; and in the meantime, if the other schemes should be hung up, the community at large would, of course, suffer materially. That point should be considered.

I am not out, however, to express any condemnation of one or praise of the other this evening. Mr. Waterhouse, in his exceedingly able address, has opened up ideas which to me were previously non-existent, and perhaps that is the case with other people too. When I came here at your kind invitation this evening, it was not in my mind to offer any remarks upon a scheme on which I confess I am wholly uninstructed. I appreciate the kindly way in which he criticised our bridge. I know feeling runs high, and I know he is a strong exponent of Charing Cross Bridge schemes, therefore I will only thank him for the modesty with which he expressed his condemnation of our little child.

May I move that the heartiest thanks of this meeting be accorded to Mr. Waterhouse for his exceedingly interesting and able address?

SIR BANISTER FLETCHER [F.], in seconding the vote of thanks, said: I feel we are all very much indebted to Mr. Waterhouse for bringing this subject before us again, and for showing, in his remarks and his slides, in a very instructive way the possibilities concerning the bridge at Charing Cross. I think he has shown nearly all the schemes with which I am acquainted, but he has not included a scheme which Mr. Lanchester prepared, and which I think was a very good one, for placing a bridge in a line with the eastern extremity of Aldwych. That has, I think, great possibilities. He has also not mentioned a scheme—which I do not think he knows about—the author of which is in the room at the present time, and

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that is Captain Swinton. I do not know whether Captain Swinton would like to explain it later on if he is called upon to speak. It suggests an entirely different treatment, and it is one which, owing to the largeness of the scheme, quite appeals to certain authorities. I am an enthusiastic supporter of a bridge at Charing Cross. I do not mind what it is: a "one-decker," a "two-decker," or a "three-decker." But for the capital of this Empire to have a horrible railway bridge there, in the centre of London, seems to me a most unfortunate thing. When we consider the distance—three-quarters of a mile—between Westminster Bridge and Waterloo Bridge, we must admit that the traffic problem of London—which is largely what we are dealing with to-night—must bear largely on the placing of one or two bridges between these two. It was with very real regret that I read in the papers, the other day, that the London County Council, of which we have the Chairman sitting here, had definitely decided to give up, for the present, any idea of erecting a bridge at Charing Cross. I hope that Mr. Gooch will be so carried away by the enthusiasm of Mr. Paul Waterhouse and this meeting that he will bring up a resolution reinstating the possibilities of such a scheme in public business. I think Sir Henry Kimber has treated the matter in a very kind way, for he is chairman of the Bridge House Estates Committee, which has still, I think, the intention of proceeding, if possible, with the bridge at St. Paul's. Mr. Richard Davies, sitting by me, and many of us on the Court of Common Council are very much opposed to that bridge, firstly because we are confident that it is not wanted, and, secondly, that if it were built it would be a great blot on the architecture and the artistic character of the City. We say nothing at the moment about the foundations of St. Paul's Cathedral. Many of us who know the conditions there, including our own member, Mr. Mervyn Macartney, believe that if such a bridge were built, with large tunnels, the water would be drawn off from the foundations of the Cathedral, and the safety of the Cathedral would be imperilled. But the main point is that we do not think it is wanted, and many of us, on two occasions, voted against the bridge. It will come up very shortly, and I am hoping that Sir Henry Kimber, having heard this excellent discourse, will between then and now have changed his opinion and come to the conclusion that, at all events at present, the whole scheme should wait until the traffic problems of London have been further considered.

Mr. MAURICE HULBERT [A.]: I think the removal of Charing Cross Bridge is not within the sphere of practical politics. Things move very slowly in London; I have known London now some 60 years. But they do move, because I remember when there was no Holborn Viaduct. They move, but projects get watered down very much, and anything like sweep-

ing away a railway bridge and putting up a road bridge we must dismiss for a number of years. I am trying to look at the thing from a practical point of view. If you were to take away things you did not like in London there would not be much left. We agree that a bridge at Charing Cross is, in the future, pretty well a necessity. Why not accept the present bridge and mask it by a road bridge on each side, built with masonry piers? There would be a one-way road and a wide footpath, and the road would be practically on the level of the rails. The wide footpath would be covered with an arcade on each side, and there could be one-storey shops, like those on the bridge at Florence but, of course, on a much magnified scale. The masonry of the shops would practically mask the iron girders on which the rails are supported, and you would see very little of the bridge from either up or down the river. With regard to the space occupied on the Villiers Street side, there is sufficient for the approach road of 40 or 50 feet, and the road might pass under the wing of the hotel, or you could take part of the hotel down. Then, on the Craven Street side there is sufficient space by sweeping away the eastern row of old buildings, all old except the Playhouse Theatre. On passing over the Embankment the bridge would expand 10 to 15 feet each side to allow of a line of shops. The line would be broken with arcades, which would give views up and down the river, and the whole structure would make a fine visible connection between the north and the south shores. The question of levels would present no difficulty on the north side; from the Strand the bridge would be level with the present roadway. Reaching the lower levels on the south side would be a secondary part of the problem, and there would be a fine architectural stone or granite effect up or down the river, and it would also make an architectural connection from north to south. The only point against it would be that the vista from Waterloo Bridge or Westminster Bridge would be broken. I can see no other objection. The cost would be comparatively small as against anything we have had put before us to-night, and the scheme is one which, I think, might be put forward as a practical solution. Do you suggest if the railway bridge is done away with that you are going to condemn millions of long-distance travellers every year to be set down on the south side of the Thames? Go to the railway company and suggest that, or go to the public in Kent and Surrey and suggest it. They would not listen to you. The proposal I have made is a practical one. Great developments on the south side would follow.

CAPTAIN G. S. C. SWINTON: I came here to listen, not to talk, and I have listened with great interest. I want to say this about Sir Banister Fletcher's remark about the London County Council and St. Paul's Bridge: the Council have not, of course,

been pledged to spend money on the scheme. Certain members of the Council have attended conferences on the subject, but there is no pledge; the Council have not had the matter before them. Another point is, in regard to the Council money, which is your money, that the purse has got a bottom to it. All I can say, with a considerable knowledge of the County Council, is that we are tied up on Lambeth Bridge, there is the possibility that other bridges may require looking to, and if we are committed to the expense of the approaches and St. Paul's Bridge in the near future, I do not expect to see Charing Cross Bridge ever begun. The moment for the consideration of Charing Cross Bridge is most opportune, because there is something now going on which has never happened before, and that is, the union of the two railways. Under those circumstances, with the two railways joined together, there may be reasons why Charing Cross Station is not wanted. I am not prepared to say that, but the union of the two railways has created an absolutely new situation as regards the possibility of Charing Cross Bridge.

MR. JOHN MURRAY [F.]: It appears to me that Mr. Waterhouse has done not only this Institute, but London, a great service this evening in bringing this subject so prominently before us. The problem is a threefold one: it is a traffic problem, a financial problem, and an æsthetic problem. The two, perhaps, chief, the traffic and the æsthetic, are entirely dependent on the financial. If we could build this bridge for nothing to-day, I think it might be done; and therefore I have ventured, at the suggestion of Mr. Waterhouse, to put a few figures, not definite estimates, but based upon my own plan, to show the approximate financial aspect, and how it might be worked out. And although I will not call it an estimate, I think the figures I shall put before you are covering figures for this problem as suggested by my own planning. I have nothing to say about the cost of other plans which we have seen.

The rateable value of London at the present time is about £50,000,000. The cost of the bridge and approaches would be, I think, approximately £4,000,000. Interest and the sinking fund on that would be about £300,000 per annum, and a 1½d. rate on the rateable value of London would bring in about £312,000 per annum. Regarding trade compensation, loss to the railway company from receipts should not amount to much if the new bridge, station and hotel be completed before the old ones now existing are disturbed. That could be done if the plan I have suggested be carried out. The new station, bridge and hotel could be built, and the trains connected up perhaps in one night, and then the old bridge could be removed. So there ought to be no loss on receipts if the work were carried out in that way; I am not referring to the loss on building or the acquisition of

land. The amount of capital required to carry out such a scheme, I think, need not exceed £10,000,000. The interest and sinking fund on that sum would be £710,000 per annum. The rental from surplus lands and buildings would work out at £400,000 per annum, which would leave £310,000 per annum to be found, and that would be equal to another 1½d. rate on the rateable value of London, or £312,000 a year. That would amount, altogether, to a 3d. rate on London. And, to compensate for that rate, there would be gained increased trading facilities, increased rates and taxes, as well as the greatest æsthetic improvement that London has ever known. The increased rate may appear large, but it would be a gradual one, increasing during the period the work would be carried out, say about seven years; and if it were all arranged and the work commenced, I think it should be completed within seven years. The advantages, direct and indirect, which would accrue to the whole of London might permit the rate charge to be levied on the whole of London, and in a few years after the completion of all the work the advantages would probably be worth the whole of the additional rate.

I have ventured to put these figures before you because there has been so much said, for many years with regard to the impossibility—as was done in this room to-night—of this work on account of the unknown expense. My opinion is that, from the financial point of view, which dominates the whole subject, it is quite a possible undertaking, and is quite practical politics.

MAJOR HARRY BARNES [F.]: I am a little shy about entering into a discussion of a question of this kind. I was wondering whether the problem might be solved by filling the Thames in, in order to get over the high-level and low-level difficulty! To treat the subject rather more seriously than that, I do not think anybody can spend much of his life on the Middlesex side of the river without feeling what a derelict business the whole Surrey side is. And when one thinks about the position of this great city and this great river—one of the great trinity of rivers, the Nile, the Tiber and the Thames—it is clear we do not sufficiently realise what a possession we have here and what we might make of it. When we make a visit to Paris and drive along both banks of the Seine we feel that the French have made something of their river. Here we have got only one side of ours developed, and it is marred by the railway bridges which go across it. I can get no picture of the things which must have existed in London fifty or sixty years ago that enables me to understand why these bridges were allowed to cross the Thames. Nothing will make anything of the Thames until we get rid of them. The railways have got to leave the north bank of the river; we must have the stations on the south side. I think Captain Swinton has put an admirable point, for he says an entirely new

CHARING CROSS BRIDGE

situation has arisen through the amalgamation of the Southern Railways, and it has made the problem of the Charing Cross question an entirely different one. I do not see why there should be two railway stations on the south side of the river; Waterloo Station might do all the work.

I am a little sorry there should be any running of the two bridges against each other. I sympathise very much with those who feel that Charing Cross Bridge has been delayed somewhat by the proposal for the St. Paul's Bridge, but I do not know that they are, in the long run, antagonistic, and if we had a great river and bridge plan for London I am not sure that both might not find their place. The Chairman of the London County Council is here, but he is like the Speaker of the House—he does not speak about the policy of the London County Council. But I think we might all join in an appeal to those two great bodies, the London County Council and the City, to stay their hands for a little while until the question of these river bridges and the traffic conditions of London in relation to them has been considered as a whole. We are going to build Lambeth Bridge, St. Paul's Bridge is contemplated, Waterloo is being looked at, and Westminster is being talked about; there is hardly a bridge on the river that is not under consideration, and I hope that not the least result of the interesting lecture that we have had from Mr. Waterhouse may be that Londoners and people who have not been born in London but have lived here will look on the river and its bridge problem as a whole.

MR. ALAN MUNBY [F.]: May I be allowed to put in a plea for moving footways on these bridges? It is important to enable people to get from one side to the other, and if we want to exploit the Surrey shore it would be a great asset to reduce the time necessary for foot passengers to cross. There are very few places in which rolling footways can be used, on

account of the buildings by the side; but in the case of a bridge there is no reason why one's walking should not be accelerated by mechanical means of that kind. This mechanical transport would not add seriously to the total cost of the bridge. One might start with a slow speed, and have three speeds, so that for the greater part of the journey one would be travelling at a fair rate. At the Charing Cross span we have to remember that the river is very wide; it is nearly half as wide again at Charing Cross as it is at Southwark.

MR. DIGBY SOLOMON [F.]: I would like to support the suggestion of Major Barnes that the two bridge schemes are not antagonistic to each other. With reference to Paris, I think I am correct in saying that Paris has three or four times as many bridges in the same length of river as London; twenty-six bridges cross the Seine against seven or eight over the Thames in the same distance, and that is a very good argument in favour of the suggestion that both bridges are really wanted.

The President put the vote of thanks, which was carried by acclamation.

MR. PAUL WATERHOUSE, in reply, said: I found it very difficult to compress a large subject into a small compass, and I feel that by compression I have made it less interesting than it might have been. I thank the mover of the vote of thanks for the generosity in which he couched his speech, considering all the circumstances, and I thank him for the criticisms he so soundly made on the remarks I put before you. I thank also my friend Sir Banister Fletcher, who, in seconding the vote, pointed out that my synopsis of efforts is not quite complete. I can only say that I did what I could to collect all the material available, but for some reasons unconnected with myself I was unsuccessful. I should have been glad if I could have brought forward the schemes he mentioned; I am sure they would have been well worth your consideration.



Architecture in Canada—Part II*

BY PERCY E. NOBBS [F.], M.A., R.C.A., President of the Province of Quebec Association of Architects

The Conditions

We have reviewed the traditions, natural and exotic, affecting Canadian architecture, and taken some account of the Government buildings and the character of the cities and towns from sea to sea. It remains only to make note of the climate, the materials, and the culture—lay, professional and industrial—and then to hazard a guess at imminent economic conditions, if one would prognosticate the future of Canadian architecture. Enough has surely been shown and said to maintain the thesis that, beyond the practicalities of window and roof making, at the moment Canadian architecture is a polite fiction. But it is in these very practicalities that there is hope, for they are due to *force majeure*, that most potent agency for making a distinctive character in men and things—weather. Of the Canadian climate, the worst that has ever been said is that there is too much of it. It is a high-powered affair of desperate ranges in temperatures and humidities and pressures, both from summer to winter, and from mid-day to midnight. Moreover, east and west, there are at least six varieties of climate in Canada, all severe and most of them sunny. Ultimately, we might therefore expect in Canada as many architectures as climates, since architectural character is largely resultant from window and roof forms. If only landmen were as logical as seamen or beavers, or birds, architecture would be an exact science. Climate has already shown itself in Canada to be a powerful solvent of exotic tradition. Bear in mind, please, that most of the building in this land of 8,000,000 people on 3,700,000 square miles has been constructed within the last thirty years, under the influence of ten distinct traditions. Give the north wind time!

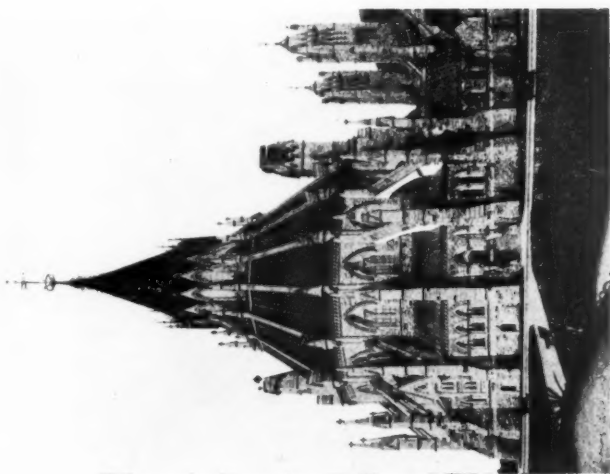
The climate being "Northern" and classed as "arid" by the geographers and weather authorities, we find, when compared with England, that exposed woodwork lasts long, brickwork and masonry require much metal coping, and covering on water tables; copper and galvanised iron take the place of lead and zinc; slates are an extravagance, gravel roofs a commendable economy, and

double windows an essential to comfort (except in British Columbia and the Niagara Peninsula). It is a land of bright sunshine, and deep shadow accompanies all modulations of form.

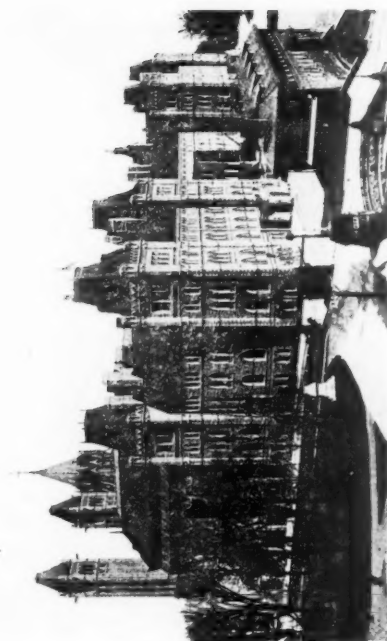
Materials throughout Canada vary about as much as they do in the similar range of distance from London to Moscow. Of lumber the best goes abroad. White pine has been wantonly exhausted. British Columbia fir is now used, even in Nova Scotia. Except birch and maple for flooring, all good hardwood comes from the United States. Barring the West, all lumber is now inferior or expensive, or both, a striking example of exploited natural resources. In Alberta there are superb brickfields, whose product matches the best in the United States—that is, in the world—the brickfields of the chief centres of population yield sound material, but it is uninteresting in texture and colour. Much first-class face brickwork in Canada is done with American bricks. The situation as to stone is similar. Most stone used comes from the States. Nova Scotia, Quebec, Ontario and British Columbia have granite, and some of the plants are as highly developed as any in the world. The grey limestones of the St. Lawrence Valley—Kingston, Montreal and Quebec—are unsurpassable as a dignified material, but they are costly to work compared to the softer sandstones and limestones from the States. The olive sandstones of Alberta and New Brunswick are sad in tone and not really comparable with the grey limestone or American sandstone for weathering quality. Winnipeg has a pale limestone with a strong shell mark admirably suited to large scale work; this finds its way as far east as Montreal and as far west as Edmonton. Material has thus but little local significance in Canada. In many cases, whole streets of buildings have involved transport in the raw over five hundred miles and more, from half a dozen directions.

Now, as to the culture which finds a general expression in Canadian architecture through the co-operation of the lay and professional minds, there is, of course, that easy generalisation to fall back upon about Canada as an interpreter of Britain to America, and America to Britain. For

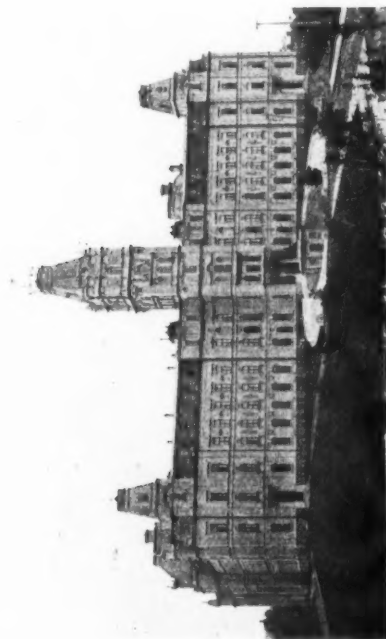
*The first part of this Paper appeared in the JOURNAL of 9 February 1924.



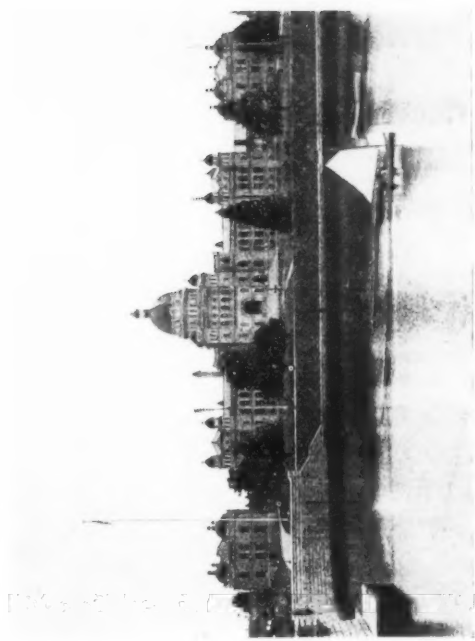
THE LIBRARY OF PARLIAMENT, OTTAWA
Architect : Fuller. 1875



NEW PARLIAMENT BUILDING, OTTAWA
Architects : John Pearson and Joseph Marchand. 1919



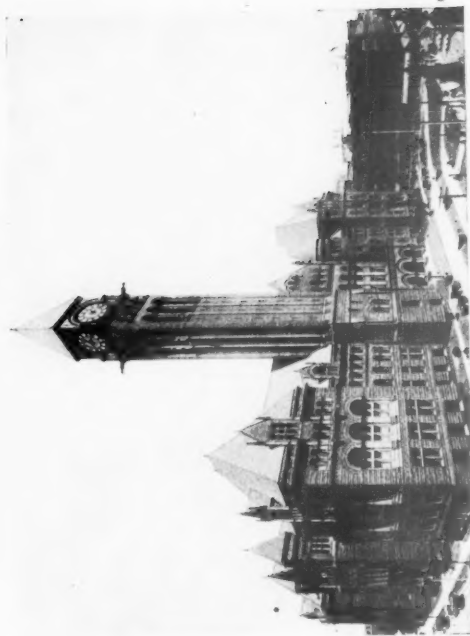
LEGISLATIVE BUILDING, QUEBEC
Public Works Department. 1880



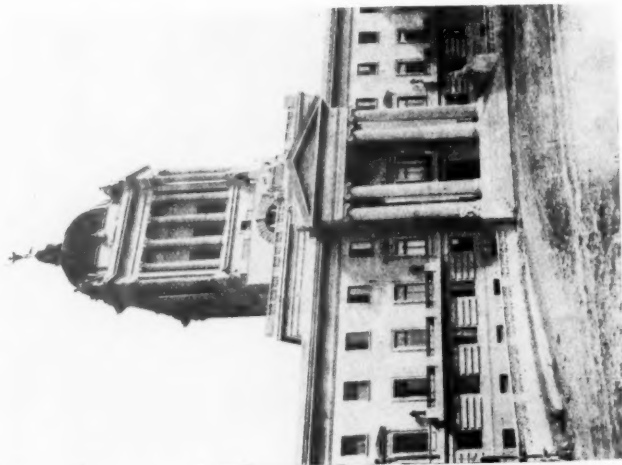
THE LEGISLATIVE BUILDING, VICTORIA, B.C.
Architect : F. M. Rattenbury. 1894



THE LEGISLATIVE BUILDING, REGINA, SASK. Architects: E. & W. S. Maxwell. 1910



THE CITY HALL, TORONTO. Architect: E. J. Lennox. 1890



THE LEGISLATIVE BUILDING, WINNIPEG, MAN. Architect: Frank W. Simon [F.]. 1920

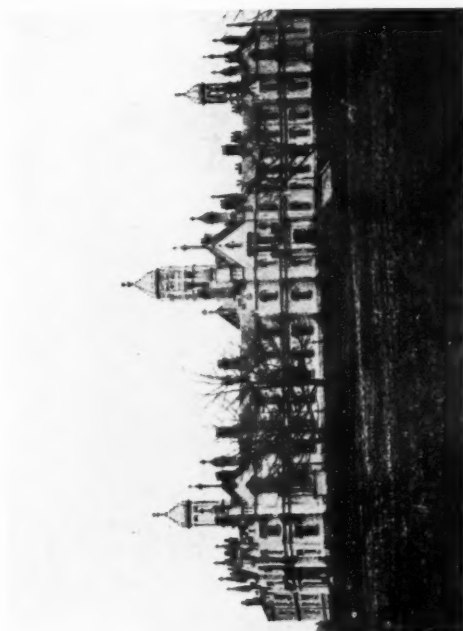




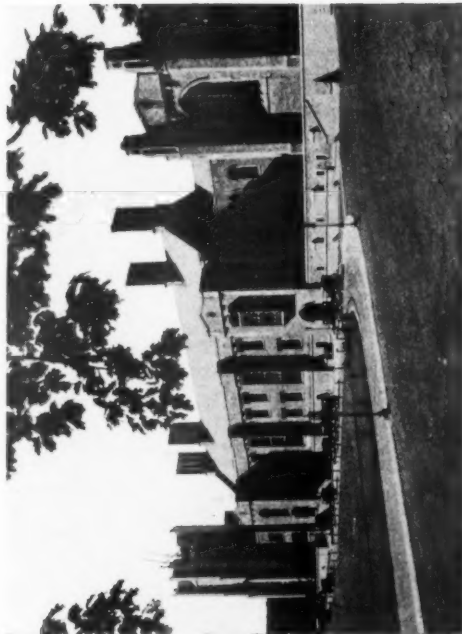
THE ARTS BUILDING, TORONTO UNIVERSITY
Architects : Cumberland and Storm. 1865



KNOX COLLEGE, TORONTO
Architects : Chapman and McGriffin. 1912



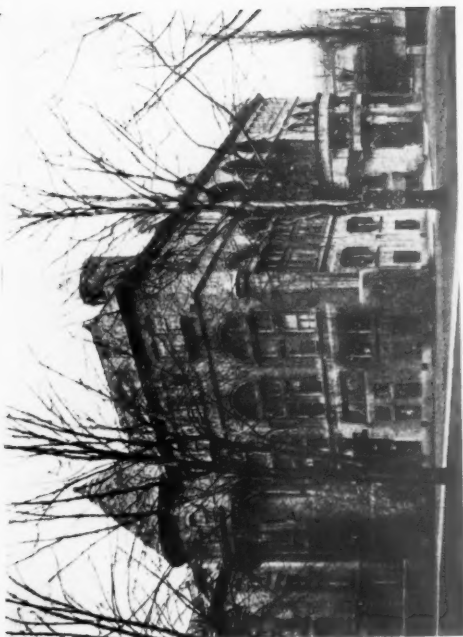
TRINITY COLLEGE, TORONTO
Architect : Kivas Tully. c. 1850



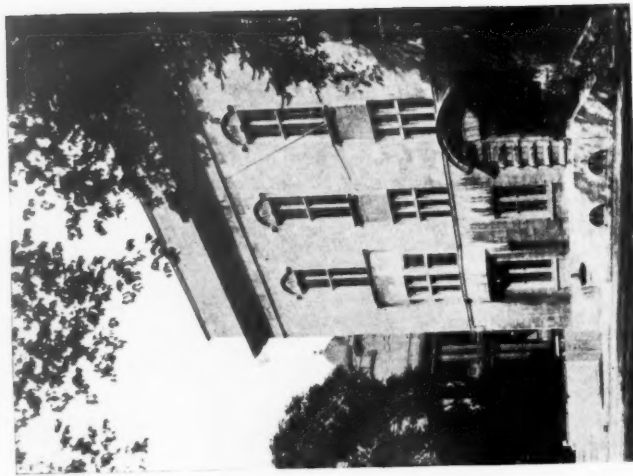
HEART HOUSE, UNIVERSITY OF TORONTO
Architects : Sproat and Rolph. 1914



THE UNIVERSITY CONVOCATION HALL, TORONTO
Architects : Darling and Pearson. 1908



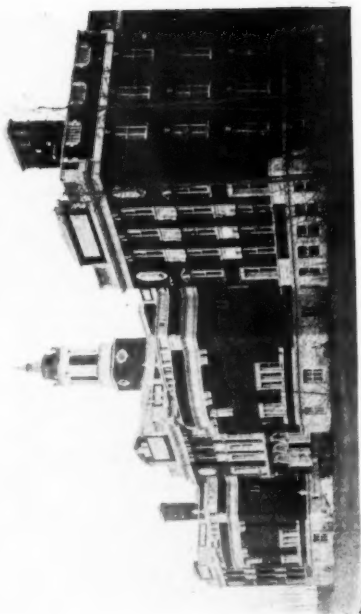
THE PHYSICS BUILDING, MCGILL UNIVERSITY, MONTREAL
Architects : Taylor, Hogle and Davis. 1898



MCGILL UNIVERSITY UNION, MONTREAL.
Architects : P. E. Nobbs [P.] and Hutchison and Wood. 1904



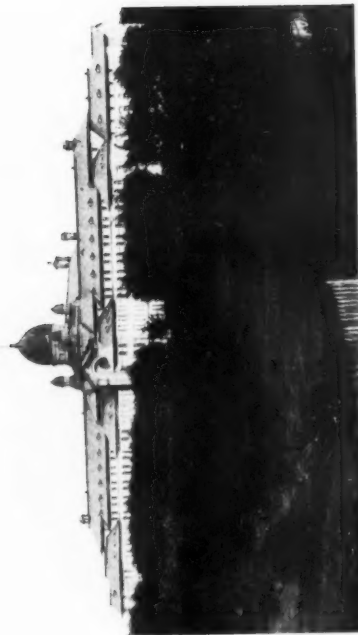
THE WOMEN'S RESIDENCE, DALHOUSIE UNIVERSITY, HALIFAX
Architect : Frank Darling, R.C.A. 1910



THE MEDICAL BUILDING, UNIVERSITY OF ALBERTA, EDMONTON
Architects: Nobbs and Hyde. 1920



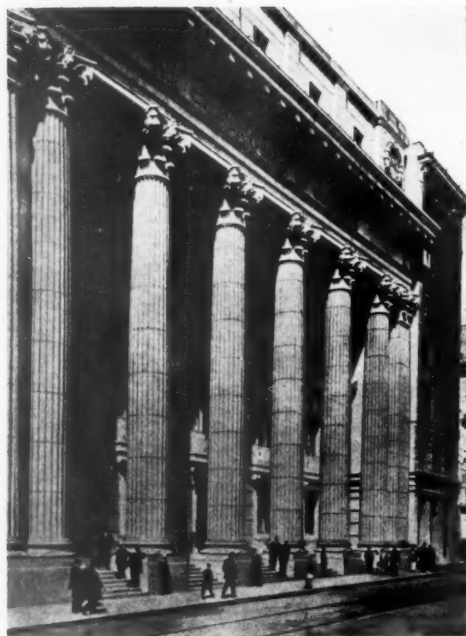
THE MONTREAL TECHNICAL SCHOOL
Architect: John S. Archibald. 1910



THE MOTHER HOUSE, CONGREGATION OF NOTRE DAME, MONTREAL
Architects: Marchand and Haskell. 1907



CANADIAN BANK OF COMMERCE, WINNIPEG
Architects : Darling and Pearson. 1906



CANADIAN BANK OF COMMERCE, MONTREAL
Architects : Darling and Pearson. 1907



BANK OF BRITISH NORTH AMERICA, MONTREAL
Architects : Blackader and Webster. 1914



THE UNIVERSITY CLUB, MONTREAL
Architects : Nobbs and Hyde. 1913

ARCHITECTURE IN CANADA

this view there is some superficial corroboration in the fact that to English eyes Canadian architecture is very American, while to American eyes it often appears a little English. But all travellers are predisposed to react to the unfamiliar.

Strenuous efforts are made from time to time in magazine articles, novels, histories and caricatures to elaborate a Canadian type—so far without success, for the all-sufficient reason that there are many types, all abundantly characteristic, and much water will pass down the Great Lakes before there is assimilation. The best rooted elements of society in the Maritimes, in Quebec, in Ontario, on the plains, and on the coast, are all distinctive, and long will they remain so. Current Canadian architecture, however, does not reflect these distinctions at all. An understanding of the constituent elements of the architectural profession in Canada is necessary to explain this.

It is only within the last twenty years that the means for a complete technical professional education of Canadian architects have existed in Canada, and only within the last ten years that the recruitment of the profession from the University Schools has become commensurate with the opportunities. There are in Canada to-day between eight and nine hundred architects, and about a score are now entering practice each year, with the diploma of one or other of the Canadian schools. Previous to the institution of these schools, the Canadian offices which claimed a reputation for teaching were never numerous. Indeed, the offices have been all too blithe and irresponsible in transmitting their teaching responsibility to the schools. At this time, then, the schools are just beginning to make an impression on the general output of architectural design in Canada.

The Canadian work illustrated at this time must not, therefore, be fathered on the schools. By the middle of the century it will perhaps be possible to judge of the architectural schools of Canadian Universities by their fruits.

The variety and characteristics of Canadian architectural efforts from 1900 to 1923 can only be partially explained, then, by the varied climates, the varied materials, and the varied provincial cultures. The circumstances of recruitment and training of the profession in Canada, as it is to-day, constitute the main factors.

Broadly speaking, our architectural body consists of three elements :

(1) Born Canadians who have studied abroad, for the most part in the United States, seldom in England.

(2) American immigrants trained in the United States, and for the most part in the French academic tradition ;

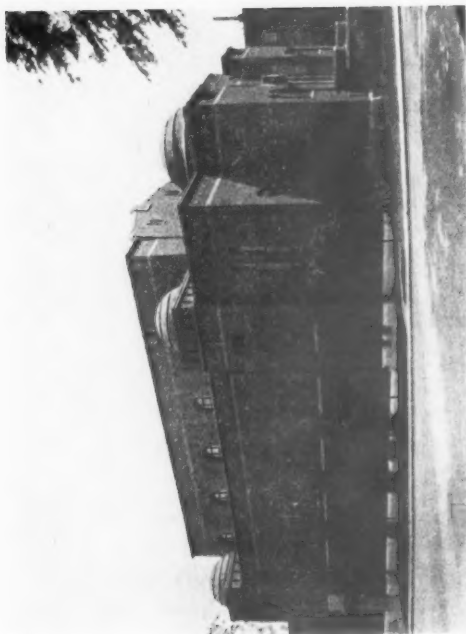
(3) British immigrants, the majority hailing from Scottish offices, often immature, and picking up their experience in Canada before becoming practitioners.

Now, I have had abundant opportunity to observe the contributions of these three more or less distinct elements to the problems of Canadian design, and I have no hesitation in attributing to the British immigrant the sincerest and most inventive efforts to modify traditions to new requirements and local conditions, and incidentally to appreciate the good work done in Canada between 1700 and 1900.

The Canadian-born contingent has, with a few notable exceptions, been a little prone to accept American solutions *en gros*, as the "Académie des Architectes du Roi" in the time of Louis XIV accepted Vignola's orders. The American immigrant architect has made a contribution with indefatigable accomplishment of those elegant insincerities which obscure the path of natural evolution in design. Artificiality, however, is the life-blood of architecture on the American continent.

In this our period of experimentation, with the forces of crude nature and economic law, with competing cultures, social problems and the artificial rivalries of traditions, it is inevitable, perhaps, that design and architecture should suffer some divorcement. Whether the teaching of architecture at the Universities will tend to the inculcation of those first principles on which a tradition can be re-established, or to further fortify the confusion of the Babel which is with us, remains to be seen. First principles are illusive things to discover, and notoriously difficult to teach, and schools of architecture slip with fatal facility into the exploitation of rival propagandas in Canada as elsewhere, thus defeating the ends for which they exist.

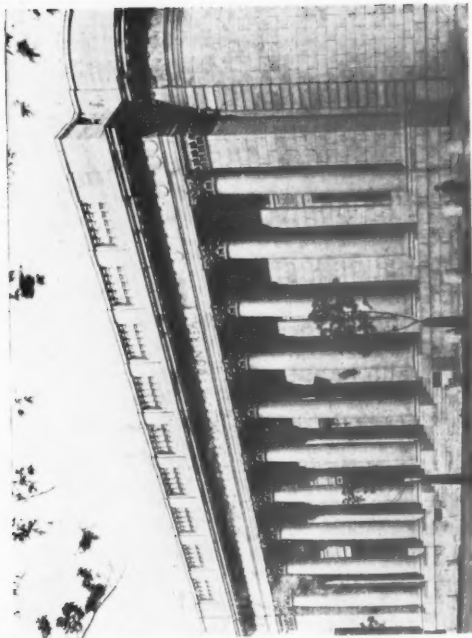
A word upon the building trades in Canada is now in order. They are not as highly unionised as in England, but unionisation is an international affair in the United States and Canada. The effect of this is complicated by the racial apportionment of the several labours of building in a



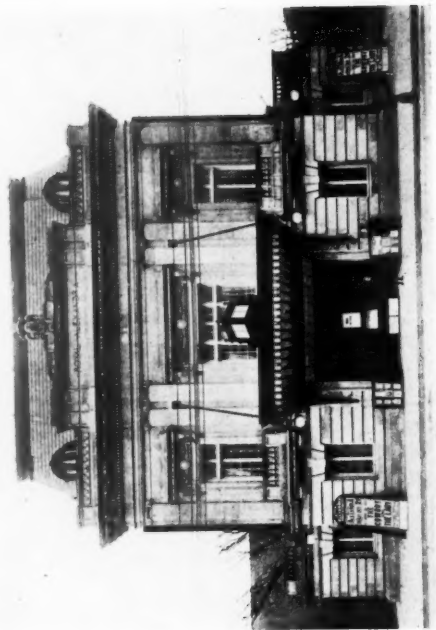
A SYNAGOGUE IN WESTMOUNT, P.Q.
Architect : J. M. Miller. 1922



THE BATHING PAVILION, HARBOUR COMMISSION, TORONTO
Architect : A. H. Chapman. 1920



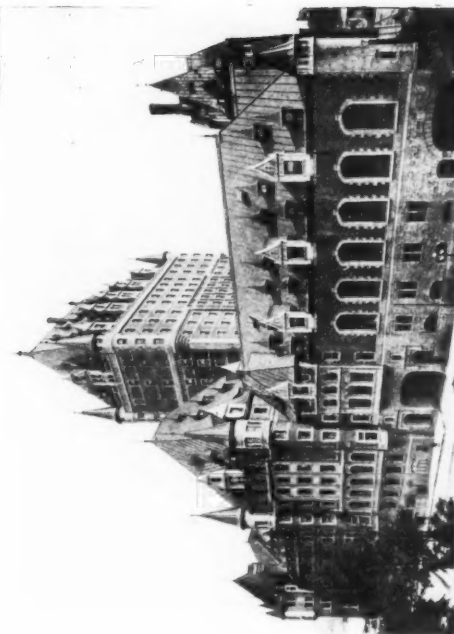
PUBLIC LIBRARY, MONTREAL
Architect : E. Payette. 1912



THE ALEXANDRA THEATRE, TORONTO
Architect : J. M. Lyle. 1910



C.P.R. HOTEL, VICTORIA B.C.
Architect : F. M. Rattenbury. 1908



THE CHATEAU FRONTENAC, QUEBEC
Architect for Original Building, 1890 : Bruce Price
Architects for New Tower, 1923 : E. and W. S. Maxwell



C.P.R. STATION, VANCOUVER B.C.
Architects: Barott, Blackader and Webster. 1912



THE ROYAL BANK BUILDING, TORONTO
Architects : Ross and Macdonald. 1914



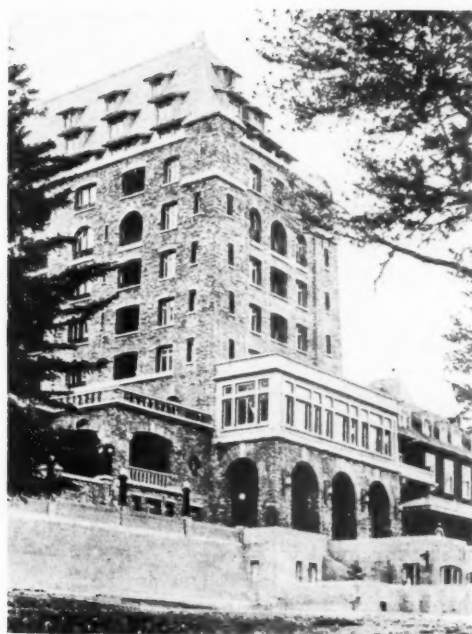
THE C.P.R. BUILDING
Architects : Darling and Pearson. 1913



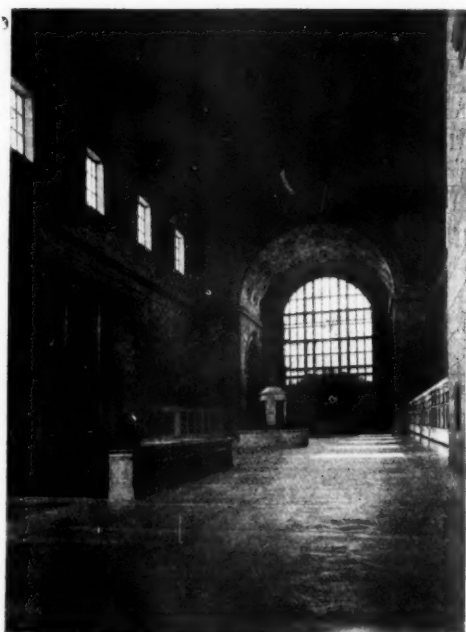
THE GENERAL ACCIDENT ASSURANCE BUILDING, TORONTO
Architect : F. S. Baker [F.]. 1920



THE SOUTHAM BUILDING, CALGARY, ALBERTA
Architects : Brown and Vallance. 1913



C.P.R. HOTEL, BANFF, B.C.
Architect : W. S. Painter. 1913



THE UNION STATION, TORONTO
Architects :
Ross and Macdonald; Hugh Jones and J. M. Lyle. 1919



THE UNION STATION, TORONTO]
Architects :
Ross and Macdonald; Hugh Jones and J. M. Lyle. 1919

district and the prevalence of racially homogeneous gangs for different work on a job. Apprenticeship is practically non-existent. The trade schools have so far failed of their purpose. As a result the skilled trades are recruited by immigration from overseas. Against such recruitment the "progressive" influences marshal their strength. Meanwhile the building booms of our prosperous protectionist cousins to the South rob us of such skilled labour as we may generate or capture.

In the large communities of Canada skilled men can, indeed, be found to carve, model, hammer, cast or paint anything the wit of man can conceive, but they are few, and very inadequately remunerated, and facilities are woefully lacking for the dissemination of their craft knowledge. A few shops still retain the high standards of execution of a former generation, but very few. Within my own experience the standard of execution has gone steadily down in spite of a great improvement in professional services, so far as drawings and details are concerned. A certain mechanical perfection of execution can, it is true, be realised at a price, but for the time being the vital touch and sense of craft have departed from our midst.

As to Canadian contractors, generally speaking, both great and small are of high ability, conspicuously so in all matters of organisation and administration. They are not, however, invariably masters of their craft. The present tendency is for the execution of works to be regarded as a profession requiring a college training in civil engineering or in architecture. The man bred in the builder's yard thus often finds himself in a subordinate capacity, and so tends to extinction. As a consequence, great actual responsibility falls on the clerk of works. A good one will often shoulder the real control on a job, the contractors putting themselves quite cheerfully in the position of agents to assemble material and provide labour, as required, leaving the clerk of works to issue all instructions. This leads to rather subtle situations now and then; but generally to very good value for the client's outlay.

As the ordinary surveyor is all but unknown in Canada, and the contractor takes his own quantities (rarely requiring more than a week even on a big undertaking), everyone concerned on a job has a good deal more discretion as to interpretation than with the English system. This adds to the

architect's responsibilities, but on the whole it makes for self-respect and professional dignity and standing on the part of the contractor.

I have endeavoured to present to you our historic background, our lost tradition, the considerations of a material, cultural and technical kind which underlie and modulate our efforts in architectural expression, and I leave it for you who view the accompanying photographs to make your appraisals, begging only that you will take account of our difficulties as well as our opportunities. The solecisms you will remark may sometimes be due to lack of skill, and sometimes to lack of knowledge, but occasionally they are the signs of living art—the adaptation of old means to new ends or of new means to old ends, as the case may be. Where we have lacked the hardihood to solve our problems of form without some reference to the old world's old ways, let it not be cast in our teeth that we have not followed these ways more closely.

During the last twenty years in Canada I have had to unlearn much, and I hope I have learned more. Where most of what one sees and does is of necessity experimental, adventurous, precocious, the tyranny of the established types over one's predilections tends to break down; period loses significance, and the consistency of detail which such inheritance usually implies becomes a matter of small moment.

So, I have come to appreciate architecture most when she comes simply robed in scale and cloaked in proportion, leaving off her heirloom adornments and abstaining from the garlandings of the season. Thus one can best conjecture both the grace of her limbs and the moods of her heart.

This it has been felt necessary to say, in so far as personal prejudices may have affected the selection of the collection of photographs presented. No doubt a critic of another temper could have secured from Canada a hundred others as interesting. If I ask you to discount in some measure your residual experience of the architecture of an old land in looking on the buildings of a new one, in fairness I enable you to turn to discount my selective intervention in the matter.

If, to your eyes, there is in these examples something of a common strangeness, overriding the manifestations of Greek, Roman, French or English accent, then perhaps I am mistaken, and Canadian architecture is already being accomplished.

ARCHITECTURE IN CANADA

Discussion

MR. E. GUY DAWBER, VICE-PRESIDENT, IN THE CHAIR

THE RT. HON. SIR HAMAR GREENWOOD, Bart., P.C., K.C.: I have been asked to move a vote of thanks to the lecturer, and I rise, as a Canadian, with special pleasure to do so. In the earlier part of his lecture he referred to the splendid assurance that characterises his Canadian countrymen; but in dealing with this noble art of architecture I lack that assurance. If it were a question of politics, or of Ireland, perhaps I could speak with more confidence. At any rate, I can voice your views in saying he has given us a most interesting lecture. He has not only provided an evening of pleasure and information, but he has raised feelings of emotion with reference to Canada in those of us who have visited that great country or who are natives of it. He has also—no doubt due to the sparkling company of native-born Canadian architects, and to Canadian architecture—got a happy turn of phrase which is quite un-English. It is neither Gothic, Renaissance, Roman, Greek, nor Egyptian; but I think it is typical of the New World, and it has certainly made his lecture all the more interesting. I have often thought that the architecture of this Old World, based on castles and moated houses, monasteries, and so on, is rooted in fear; and it is even reflected to-day in the immense walls that surround the lucky individuals who live in huge houses situated in beautiful parks, so that the owners may enjoy them and the mob be kept outside. In Canada and the United States the element of fear of the other fellow or of the mob has never arisen, and our architecture, at any rate, does not possess those immense walls that, to my mind, ruin the landscape of England as much as the advertisement of somebody's certain cure for all our ills. I hope the walls and the advertisements will go together. I regret to hear that the Canadian Government—whether it is a Federal or a provincial matter I am not sure—has not taken more active steps to preserve, historically and literally, those structures that still represent the beginning of architecture in romantic Quebec, and its development from generation to generation. We have here with us to-night the distinguished Ambassador for Canada, the High Commissioner, and I would press upon him the necessity of informing the Government—with which Government he is all-powerful—to see that every step is taken to preserve those ancient buildings which now form, and will form with successive years, one of the great traditions of that part of the British Empire. In conclusion, may I say I have a splendid assurance as to the future of Canada and Canadian architecture. The object of the Canadian is the building, particularly, of structures, like schools, universities, Parliament buildings,

and hospitals, reflecting that love of humanity which, I hope and believe, is the basis of all that is noble in art.

MR. W. C. NOXON (Agent-General for Ontario): Every one of us, Canadian and English alike, has enjoyed the paper which has been read this evening. And I support Sir Hamar in saying it has brought to the minds of those of us who have lived in Canada how great the changes in the architecture of the country have been. We all hope that some means may be taken to preserve, for future generations, the evidences of our history as it has been written in the character of our buildings. I am glad to know and to think that our lecturer this evening is a Scotsman, for the Scots were amongst our first and most courageous pioneers, and they have left their impress upon the people and the character of the country. I am also pleased to know that much of the future architecture of our country is to be laid at the door of our lecturer; he has for many years acted as a Professor of the School of Architecture at McGill University in Montreal. I am sorry, however, to hear him refer to the fact that the first school of design and culture was at St. Vincent de Paul, because to-day it is the most noted site of penitentiaries! I am equally pleased to know that he has so much confidence in the future of architecture, because I have just managed to complete the course for one of my boys in that profession, and I hope the lecturer's expectation, both from the standpoint of the character of the work of the new architects, and of the value of the work, will be realised. I was sorry, however, to hear one reference in his remarks, namely, that so much raw material, in the form of timber and stone, is still imported from the United States. I suppose you know the reason: it is in the specification of the architect; we have no choice. Architects should specify that it shall be all Canadian material. I hope, in time, to see the public buildings of Canada made, from the foundation to the roof, of material obtained within our own boundaries, and executed by people who have learned their trade in our own country. Our best and most skilled workmen used to be drawn from Great Britain; but you are not turning out such people to-day, and so you will not have them to export. Apprentices to the trade to-day are as nothing compared to those who formerly came to the country. I served my apprenticeship, and so I know something about it. It is a great loss to all countries when the young are not inspired with the feeling of the value of good work. To-day it is left too much to the buzz-saw, the planer, and the electric motor. I can only say, in conclusion, that I support heartily everything Sir Hamar Greenwood has said.

PROFESSOR BERESFORD PITE [F.]: Professor Percy Nobbs is an old friend, and we have listened with peculiar interest to the pungent and far-sighted paper which he has given us. The paper and the illustrations have very considerable importance. Such a wide survey of the architecture of a great country is, in itself, a very valuable contribution to the profession; it enables us to look back upon the sources, and permits us to look forward to the possible products of this mysterious, indefinable something which we call architectural design. I am not quite sure what Mr. Nobbs has been looking for in his description of Canadian architecture. He has shown us a number of buildings, of which I think the most impressive quality is their scale. And, looking out from this tight little island and these overcrowded cities to the wide areas and plains of the New World, one would expect to find that sense of scale characteristic of the landscape of the country most strongly marked. One will confess that the sense of homogeneous style, a real feeling for ornament, any expression of intellectual culture, is almost sought for in vain. The great opportunity, the freedom from the limitations of cost, has set the architect free to design great buildings and to attempt large effects. How far he has been furnished for these opportunities with the higher qualities is a matter for Mr. Nobbs's most serious consideration, and is very suggestive to us as we look at Canadian art.

On one point I would like to suggest that some information would be helpful. Until a few years ago—that is to say, in the days when Professor Nobbs and myself were learning architecture—our main source of instruction was the current work of the day at home. A little earlier it was the work of the past. I cannot help feeling that the mere recital of a few great names almost calls up the process of development. For instance, the name of Norman Shaw. We were expected to think as Norman Shaw thought, and we learned how he thought from the weekly architectural journals. Those journals have exercised a great influence on architectural development, and have saved students a great deal of thinking. And I rather judge that the influences which we perceive in Canada are derived from American architectural journals, and that the expansive dreams of our sky-scraping brothers are titivating the imaginations of their Canadian neighbours. It is scarcely for us to criticise, but I think they might have done better if they had turned their attention to the more solemn sources which afflict Sir Hamar Greenwood with fear and terror, in the Old World. There is another element which is lacking, and on which further light might be shown. Very few of the buildings which we have seen to-night make any appeal to the higher qualities of thought and life. The buildings of religion, the buildings of education, have been only slightly referred to; perhaps, unfortunately, they do

not fall within the purview of the paper because they have not fallen into the hands of Canadian architects; but, ultimately, there is no spiritual appeal in the commercial building, and the spiritual appeal of a great public monument, of a capital building, of the Imperial Government House, is lost in competitive design. The absence of the higher, deeper and more subtle qualities from the current buildings of the new countries is a very serious reflection. How far, apart from buildings erected for spiritual purposes, architecture flourishes as a spiritual power, is a question which should be most earnestly and carefully considered. I do not suggest the imputing of any facile spiritual meaning upon ordinary design, but a simple reflection upon the undoubted fact that the impressive buildings of the world in all ages, down to the Renaissance and subsequent to the appearance of the Renaissance, have been buildings devoted to other purposes than commerce or self-aggrandisement. That is a point of view which, I think, is unchallengeable if we remember the scope of the art from the Great Pyramid, the Greek Temple, through the Middle Ages, even to St. Peter's, and St. Paul's in London. Until buildings of that character and motive arrive in the New World we shall still find the New World bursting the heavens with sky-scrapers for commercial development. The ordinary course of Canadian architecture has been most admirably sketched. We have seen the reflection of English tradition, the reflection of the Gothic Revival, and the return to the semi-Roman fancy of to-day, and I sincerely hope that the schools and the attempt of such men as Mr. Nobbs to concentrate the attention on the higher aspects of architecture will in future tend to produce a serious and cultural element in Canadian architecture, to the great joy of all who are true Britons, and who love everything so intimately connected with British hopes as our great Dominions across the sea.

MR. FRANK W. SIMON [F.]: It gives me very great pleasure to add my tribute to the charming and delightful paper which Mr. Percy Nobbs has given us to-night. I have known Mr. Nobbs quite a long time; he was a student of mine in Edinburgh when Sir Rowand Anderson started his school of architecture there, and I took the early morning class. We went there from 8 to 10 in the mornings, and Mr. Nobbs worked hard and diligently; and the progress he has made since shows what he did in those early days. Mr. Nobbs himself has done some charming work in Canada, but he has been very modest about it. He passed over two very delightful buildings of his own. I have much pleasure in adding my tribute of thanks to him for his paper.

MR. SEPTIMUS WARWICK [F.]: As an architect who has practised for a few years in Montreal, I should like to take this opportunity, whilst thanking

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him for his Paper, of making a brief personal tribute to Professor Nobbs. You will all have gained some idea of his scholarship, and, but for his modesty, you might have seen what he is capable of as a practising architect. Unfortunately for us, he has only shown an infinitesimal selection of his own work, and I think the modern part of his Paper has suffered a little in consequence. There are many charming buildings by Nobbs and Hyde, both in the commercial portion of Montreal and in the residential quarter on the upper slopes of Mount Royal and Westmount, which any other lecturer reading a paper on Canadian Architecture would of necessity have included, together with examples throughout the prairie provinces to Alberta. Just before I left Canada it was my privilege to act as one of the Assessors for the Province of Saskatchewan in a competition for the Regina War Memorial building. It was one of those competitions—fortunately for the assessors—in which one design stood predominantly above the others, so that it was an easy matter to make an award. The design happened to be the work of our lecturer, and it would have given you much pleasure had it been shown on the screen to-night, as it is representative of the best work that is being done in the Dominion at the present time. Apart from his duties at McGill and in his architectural practice, Mr. Nobbs has given an immense

amount of time to the interests of this Institute in Canada. I hope that he will go back feeling that we all appreciate it very highly.

THE CHAIRMAN: I apologise for the absence of our President, Mr. Gotch; in the present condition of the railways he had to catch an early train home to-day. I should like to add my own personal thanks to Mr. Nobbs for the delightful hour we have spent. I feel I cannot add anything to the remarks we have had from the proposer and seconder of the vote of thanks, and from other speakers, therefore I would like to put the vote to you in the usual way.

Carried by acclamation.

MR. PERCY NOBBS (in reply): I would like to say how much touched I am by the things some of you have said about me, and I will ask you to look at the collection of photographs which I have brought with me. I assure you that writing a paper is a very light duty compared with making a collection of photographs. Some of these photographs will find their way to the British Empire Exhibition as representations of typical Canadian architecture, and others you may not have another opportunity of seeing. Who co-operated in getting them together was very good about it. I would like you to take the photographs more seriously than you did my remarks.

The Emergence of a New Style

BY SYDNEY D. KITSON, M.A. [F.].

A REMARKABLE series of articles on modern architecture has recently appeared in the *Weekly Westminster*. Professor C. H. Reilly's rollicking style and occasional touches of deliberate and delightful naughtiness remind one of the Irish novels of Charles Lever and make these articles exceedingly good reading. But there is a great deal more behind this engaging attack. His big guns are trained direct upon the objects of his criticism, and he fires with a deadly accuracy and a devastating effect. The architecture of the last half of the nineteenth century—like the forts of Belgium—is unsuited to the attacks of modern artillery, and it succumbs. Professor Reilly, however, is by no means content with winning the war: he gives us also a new style, fit for heroes to express themselves in.

These articles are written for public consumption and are in no way addressed to the architect as such. They are all the more interesting for this reason. The writer insists that since the general public can only judge of the vast majority of buildings by their outside—by their clothes, in fact—architecture then becomes an appeal to the emotions of the average man. Professor Reilly's papers in the *Weekly Westminster* are admirably calculated to stimulate and inform this emotion and to lead it into the higher plane of the intellectual enjoyment of architecture.

He begins by suggesting what should be looked for—good manners and urbanity—in town building. He then takes a few of the principal types, such as Government and municipal offices, banks, stores and suburban houses, and analyses them to see whether or no types are being evolved which will reveal our civilisation to posterity. He holds that in so far as recent Government buildings have departed from the traditional style of Somerset House—with its dignity and right London scale—the results have been unfortunate.

The office blocks are then passed under review, and some severe things are said of the strong modelling and high ornateness which characterise so many of the narrow frontages in the City. English banks are compared with American ones to the disadvantage of the former. The American architects' work "consists in giving dignified expression, externally and internally, to one great hall. The finest materials and workmanship are at his disposal. Was there ever any problem like it, at once so simple and so splendid, since the days of the Greek temples?" We, on the other hand, in replacing our public houses with banks at the corners of main thoroughfares, have carried on the public house plan and the public house tradition. "There is the public bar and the private bar in each. The public bar

is of any shape so long as there is sufficient counter space, and the private bar, or manager's office, has the same mahogany and frosted glass. Externally each shows, too, a nice taste in pink, polished granite."

The emasculation of the small suburban house was due to the building by-laws, whose minimum became the maximum of the jerry builder. Recent events have led to the remodelling of the model by-laws and to a better lay-out of roads and houses. "We have now groups of three or four houses of simple shape, which being simple can combine with some sort of unity."

In his final article on "the emergence of a new style," Professor Reilly writes with a directness of vision and a force of sincerity which challenge attention. The nineteenth century, he says, witnessed a revival of one fashion after the other, so that it is possible in a walk round any English town to date the buildings of every decade: and yet there was no real development of style because there was no underlying seriousness of purpose. But now a new need, which corresponds to a spiritual State, has arisen. It was there before the war, but it has been affected and strengthened by the war. The new style is described as one which relies on mass and volume for its effects rather than on surface modelling. "Its main quality is its starkness. It is a lean style, expressive at once of economy, efficiency and steel construction." The sense of individual ownership and seclusion is disappearing to give place to communal hives of industry—"elegant, efficient machines for multiple use by a vast number of persons." Norman Shaw once said that the introduction of steel construction and reinforced concrete meant either the end—or the beginning—of architecture. Professor Reilly's vision—logical and imaginative—sees the beginning, based upon the post-war desire for clean, honest, direct expression in all we do. Starkness, he says, is the dominant note—"but starkness is in itself no bad quality. It is a quality to be found in Greek temples, in Florentine palaces and in early Gothic naves."

This vision is entitled to the greatest respect, and it is put forward in these articles in an attractive and convincing way. And yet his task calls for all the persuasiveness of which he is a master, since the British public, the users of architecture, are the most conservative people in the world, and all of them are not prepared, just yet, to regard every building as "a communal hive of industry." Nor are they, all of them, yet educated up to the "starkness" of the new style. Indeed, an intelligent layman, the Master of a public school, the other day characterised the Bush building in the Strand as "cruel and naked."

ADVISORY ART COMMITTEES

But the British public does readily recognise sincerity, a quality transparent in these articles and in the new style. The style's leading feature, however—called "starkness" by Professor Reilly and "nakedness" by the intelligent layman—demands a high standard of skill and scholarship in its execution and an utter absence of affectation. We look to the schools of architecture, for which Professor Reilly has done so much, to supply men capable of visualising this new high seriousness of purpose and of carrying out buildings which will reveal our civilisation to posterity. This posterity, perhaps, when all is "lean, stark and efficient," may look back wistfully on the bad old days when individual genius, unaided by the schools, produced the work of Bodley, Shaw, Newton and Temple Moore.

Advisory Art Committees

A SUGGESTION TO CITIES, TOWNS AND RURAL AREAS.

There has been, in recent years, encouraging signs of increased interest on the part of the general public in questions relating to the preservation and increase of the general artistic and natural amenities of towns and rural areas. Expression of this view is also shown in a desire to preserve the fine works of past ages, while the universal approval with which the recent appointment of the Fine Arts Commission has been received, and the formation of similar Committees of taste which had preceded it in more than one provincial centre, clearly show the increasing interest which is being taken in civic development generally and the desire for its treatment from the aesthetic as well as from the purely utilitarian standpoint.

The Royal Institute of British Architects is anxious to encourage these tendencies, and invites the co-operation of those actively interested to secure that in the march of progress the claims of beauty are not forgotten. As a means to this end it suggests the formation of an Advisory Art Committee in towns and rural districts with the object of affording advice in a consultative capacity in all matters concerning the amenities of the district, including questions relating to the preservation of old buildings, the lay-out of new streets, open spaces, cemeteries, designs for proposed new public buildings, bridges, monuments or memorials, fountains, public means of lighting, fences, public conveniences or other structures to be erected upon land belonging to or under the control of the Local Authority, that may be referred to the Committee or as to which it may desire to give advice.

The constitution of the Committee which is suggested will vary according to local circumstances, and will differ in urban and rural areas. In many towns Civic Associations already exist, and the influence which these or similar organisations possess may suitably be employed to foster the establishment of an

Advisory Art Committee. In smaller localities the machinery of the Local Ratepayers' Association might be used. For example, there already exists in one London district such a Committee of the Ratepayers' Association which is doing most useful work in safeguarding the amenities of its own district.

The findings of the Committee should be in the nature of recommendations only, and it may be necessary that all such matters as may be considered by it should be treated in strict confidence and not be divulged except by agreement with the Local Authority concerned.

It is essential that such a Committee as is suggested should be representative of real artistic competence and judgment (though not necessarily of the purely professional kind), and that its members should be persons whose opinions are likely to command public respect. The cultivation and preservation of harmonious relations with the Local Authority is of the greatest importance, and the best means by which this end may be attained requires the most careful consideration.

The Royal Institute of British Architects, while not presuming to dictate upon the question of the constitution of Advisory Art Committees, will be glad to offer advice and such information on the subject as they possess, if requested to do so.

The Library.

L'ARQUITECTURA ROMÀNICA A CATALUNYA.

By J. Puig y Cadafalch and others. 2 vols. 40. Barcelona, 1919-21. £2 10s.

It is probably beyond the power of any member of the R.I.B.A. to deal with these two volumes adequately, even should he be well acquainted with ordinary Spanish, inasmuch as the letterpress is written in Catalan, that old semi-Provençal semi-Spanish tongue of which the revival was initiated just about a hundred years ago. The work owes its origin to the "Associació Artística-arqueològica" of Barcelona, in association with two societies of similar aims at Tarragona and Gerona. The ground of its consideration is—as regards most of the first volume—the important examples of Roman architecture, sculpture and decoration in which the N.E. corner of Spain (roughly from Barcelona northwards to the Pyrenees) is so rich. The rest of the book contains a very thorough treatment of work showing, in strong degree, the result of the same influences that produced the Lombardic buildings of Northern Italy and the Adriatic coast. The illustrations (plans, isometrical diagrams, drawings and photographs) are highly interesting, covering, as they do, a ground very little known or explored. The volumes are excellently produced. C. H. T.

STRATTON, ARTHUR. *Some Eighteenth Century Designs for Interior Decoration from the Works of Abraham Swan*. 40. Lond. 1923. £1. [John Tiranti & Co.]

Swan's book, written while the Kent tradition of interior decoration—so soon to be superseded by Adam—still reigned, is of great interest; and this reproduction of some of his designs will be helpful to those studying the eighteenth century. C. E. S.

Correspondence

ACADEMIC DRESS.

6 Raymond Buildings, Gray's Inn, W.C.1.

14 February 1924.

To the Editor, JOURNAL R.I.B.A.—

DEAR SIR,—I have been approached by several members of the Institute on the question of ordering Academical Dress. As this matter has been approved both in principle (30 April 1923) and, latterly, in detail (7 January 1924), I have been expecting to see an indication of some definite action on the part of the Council to give effect to the decisions of the general body. Members of the Institute are obviously interested to know what action is intended, and whether, as I think should be the case, the Council is taking steps to have a model form of dress prepared and approved for each grade of membership, so that such of our members as may wish to do so may know how to proceed to obtain Academic costume in accord with the Institute's decision.

I am informed that orders have already been placed with Messrs. Ede and Ravenscroft, of 93 Chancery Lane, W.C.2, and if this is so it makes an early authoritative decision in the matter more desirable.

Yours faithfully,

W. E. RILEY. [F.].

CASEMENT OR SASH WINDOWS.*

To the Editor, JOURNAL R.I.B.A.—

DEAR SIR,—I have noticed in your JOURNAL recently, under the heading "Correspondence," various letters arguing as to the value of casement or sash windows.

May I venture to ask to be permitted to express the opinion that very largely the correspondence has dealt with the artistic more than the practical side of the question. When one considers the subject from this latter point of view, and surely this is really the more important because fresh air and proper ventilation are the necessary factors to good health (one does not wish to suggest that the artistic is in any way wrong), no one can deny that the best form of ventilation is to be obtained by having an opening high up in a room or building to allow the stale air to escape, and an opening lower down for the fresh air to enter. The casement window cannot perform both these functions, though admittedly it can perform the former when a fanlight is fitted above it. The sash window is comparatively easily cleaned and cannot possibly be blown off its hinges, as can easily happen with the casement. I realise that many complaints are made about sash cords continually breaking, but my own experience is that with a reasonably good quality pulley and an equally reasonably good quality sash line, properly fitted, there should be no trouble for a great many years.

Yours truly,

F. G. AUSTIN.

* The correspondence on this subject is now closed.—Ed.

LONDON MASTER BUILDERS' ASSOCIATION.

14 North Audley Street, Grosvenor Square, W.1.

12 February 1924.

To the Editor, JOURNAL R.I.B.A.—

SIR,—I understand that the above association has recently decided to try and insist on the iniquitous clause being inserted in their contracts again, that the employer is to pay all rises in wages and materials.

Now, Sir, I thought we had got rid of the thing that stopped more building than any other cause after the war. It appears not to be so, and I appeal to all members of the Institute to set their faces firmly against the revival of this clause.

Certainty is the foundation of business, and if this clause is allowed nobody can tell what a building will cost.

My firm lost a lot of work owing to the insistence on this clause in the two years after the war, and it if is now insisted on no person with a definite amount to spend will build.

Incidentally, the contractors have not the slightest incentive to fight the men to a finish, or to beat down the manufacturers, if they can shuffle all extra cost off on the client. Why fight if winning gains you nothing and losing is not paid for by you? I would rather see a clause without "any reductions in cost to be deducted." It would at least give the contractors an incentive to fight men and manufacturers and competition would give us the benefit.

Yours faithfully,

JOHN COLERIDGE [F.].

THE BUILDERS' HISTORY.

To the Editor, R.I.B.A. JOURNAL.

DEAR SIR,—Apropos of the review of Mr. Postgate's *The Builders' History* in the current number of the JOURNAL, it may be of interest to note that during the building of Greenwich Hospital there was something very like a strike of masons. The minutes of the Committee of Fabrick record that in June 1700 workmen declined their work and some of them deserted, and in October of the same year several of the masons in a mutinous manner broke down the fence.

Yours faithfully,

ARTHUR D. SHARP [Licentiate].

R.I.B.A. CERTIFICATE BOOK.

A special edition of the R.I.B.A. Certificate Book for the use of non-members of the R.I.B.A. has now been prepared, and copies can be obtained on application at a cost of 8s. 6d., in addition to postage.

National Housing Policy

MEMORANDUM BY THE ROYAL INSTITUTE OF BRITISH ARCHITECTS

(1) The Royal Institute of British Architects was founded in the year 1834 and incorporated by Royal Charter in 1837. In addition to its own Members and Licentiates it represents the members of Architectural Societies which are established in every part of Great Britain and are allied to it. The Royal Institute thus represents about ten thousand members of the Architectural Profession.

Early in the "fifties" of the last century the Council of the Royal Institute issued an appeal to improve the dwellings of the poor. Since that date some thirty or more housing Acts and Acts bearing on the housing of the working classes have been passed. These have been in the main based upon considerations of health leading to the examination of the construction of such houses, the size of their rooms, their layout and their number to the acre.

(2) Standard.—In later years considerations of decency in regard to the separation of the sexes have largely determined the minimum number of rooms, so that at the present time for a normal working-class family consisting of father, mother and children of both sexes over twelve years of age, a living room of adequate size, three bedrooms and the necessary offices is considered the minimum standard of health and decency.

The Royal Institute are of opinion that every house should have a bathroom and if to health and decency are to be added convenience and comfort the addition of a parlour is essential.

On the question of layout, construction of roads, sewers, and of buildings, the Royal Institute do not think it would be useful in this memorandum to discuss these in detail, but would observe that there has been a concentration of attention upon these matters during the last four years unparalleled in quality and extent.

In view of this fact His Majesty's Government is asked to reconsider the report on Bye-Laws, the Tudor Walters Report and the Ministry of Health Housing Manual in the light of the experience which has been gained since these admirable reports were framed. The Royal Institute would be glad to place the wide experience of its members at the disposal of the Government.

As is generally recognised the difficulties in the way of making a proper provision for the housing of the working classes are threefold and may be summed up as those of money, materials and men. On these three matters the Royal Institute make the following observations:—

(3) Money.—This difficulty arises from the fact that dwellings of the minimum standard before described cannot be provided without financial assistance at a rent within the capacity to pay of a large section of the working classes.

The Royal Institute, therefore, recognise that financial assistance is essential but desire to point out that in giving financial assistance regard should be had to its effect in increasing demand to a point at which inflation in prices and wages ensue. They also desire to emphasise the importance of a high standard of housing as an

essential condition upon which financial assistance by the State should be given.

(4) Materials.—The Royal Institute lay the greatest stress upon their opinion that the materials best suited for house building are those which long experience and practice have brought into use. They do not desire to discourage experiments in new building materials, but are strongly of the opinion that the experience of the last four years, if examined, would be found overwhelmingly in favour of the materials in common use before the war.

In their opinion the difficulty in securing an abundant and cheap supply of such materials is largely associated with fluctuations in demand. The inflation of prices which followed upon the abnormal demands made upon the sources of supply in 1919 and 1920 should not be forgotten. The Royal Institute do not desire to see this repeated and are of opinion that it will inevitably follow the attempt immediately to carry out a housing programme beyond the present capacity of the building industry. They are of opinion that the development of material supplies will take place with the minimum of inflation if the housing programme adopted is so carried out as to cover an extended period, commencing with a number within the compass of available resources and increasing to the maximum that is required by steady increments.

The Royal Institute are moreover of the opinion that the element of cost in house building which is due to the price of materials should be isolated and made known so that a correct opinion upon it may be formed. For this purpose the Royal Institute consider that the work of the Committee on the Prices of Building Materials is of the utmost importance, and that the scope of the reference to this Committee should be enlarged if necessary so as to enable it to make recommendations on the methods best calculated to secure an adequate supply of materials at reasonable prices.

(5) Men.—The question of output in relation to labour is as obscure as the cost of production in relation to materials and the Royal Institute are of opinion that it is as essential to isolate this element of cost and make it known as in the case of materials and they therefore recommend that the Government should be asked to enquire into this matter contemporaneously with their enquiry into the price of materials. The Royal Institute are also of opinion that to avoid inflation the necessity for an extended programme beginning with a demand commensurate to the capacity of the building industry and increasing to a maximum is as imperative in the case of labour as in that of materials.

The man power of the building industry was seriously depleted by the requirements of the War. This depletion was felt by an industry already suffering from the effect of the depression in the building trade which preceded the war and is greatly accentuated by the fact that the apprenticeship system has broken down and has not been replaced by any other means of recruiting the industry.

JOURNAL OF THE ROYAL INSTITUTE OF BRITISH ARCHITECTS

The Royal Institute cannot too strongly express the view that the solution of the housing problem depends more than anything else upon an increase in the number of men employed in building. Holding this opinion they recommend that the Government should at once consider what steps can be taken in view of the failure of the apprenticeship system to secure the annual entry of sufficient numbers into the building industry.

(6) The Effect on Building other than Housing.—The Royal Institute are of opinion that the attention of the Government should be drawn to the fact that house building has hitherto engaged but a small part of the activities of the building industry. Those activities are threefold:

(a) The maintenance of existing buildings.

(b) The provision of buildings for commercial, industrial and public purposes.

(c) The provision of dwellings.

It is clear that an abnormal demand upon a depleted industry for the purpose of house building must react unfavourably upon the cost of maintenance and the provision of buildings other than dwellings. It would be a penny wise and pound foolish policy either to let old buildings sink into disrepair or to cripple the expansion of trade and industry at a time when unemployment is so great. Both these considerations point to the conclusion already expressed that a housing programme, while outlined on a sufficient scale and carried out with vigour and determination must have regard in its earlier stages to the present capacity of the building industry.

(7) The Royal Institute are of the opinion that the housing of the working classes is a permanent task and not merely a passing problem and that whatever machinery be set up for its performance it is essential that architectural experience and practice should be employed to the fullest extent. It is desirable that the resources of the Architectural Profession in every locality should be as fully requisitioned as those of materials and labour and the Institute in conjunction with its Allied Societies is prepared to assist the Government to the fullest extent in securing this result.

Proposed St. Paul's Bridge

The following letter from Mr. Mervyn Macartney with regard to the danger to the Cathedral foundations of the St. Paul's Bridge is proceeded with and Mr. Basil Mott's reply have appeared in *The Times*. Mr. Macartney's letter of 14 February:—

As the architectural adviser of the Dean and Chapter of St. Paul's Cathedral, I feel bound to protest against the carrying out of the St. Paul's Bridge scheme, which will shortly come before the Court of Common Council, even more forcibly now than I did 13 years ago.

In the intervening years I have learnt more of the construction of the Cathedral with the result that I am more alarmed at its state than I was in 1910. There is visible evidence of recent movement in the two nave piers. There was an inquiry held about 1910 into vibration, but neither the consulting engineer at the time nor I was satisfied with the result of that inquiry, and since then the speed, weight, and amount of vehicular traffic has increased enormously. The vibration of the chain supporting

the chandelier in the Chapel of St. Michael and St. George is quite perceptible. The introduction of the six-wheeled omnibus will certainly add to the seriousness of the menace. But the chief danger lies in the weakness of construction of the building. The foundations are but 5 ft. below the crypt floor level, and lie on a stratum of pot earth, also about 5 ft. thick, under which there is sand and gravel for 18 ft. 6 in. till the London clay is reached, the last six to eight feet being saturated with water. The level of this water is 26 ft. above datum at the G.P.O. The level of Queen Victoria Street, where it will pass under the new bridge, is 28 feet above datum. I confess that I view the sinking of abutments for arches into this water-bearing strata with the greatest apprehension.

The Chapter have an agreement made in 1911 with the Corporation which gives them some control over the construction of the northern approaches, but I doubt if, in view of present knowledge, this protection is adequate.

If Mr. Basil Mott, the engineer of this scheme, will assure the Dean and Chapter that there will be no risk whatever, his opinion will, of course, be received with respect, but it must be remembered that Mr. Mott designed the bridge before he had the opportunity of examining the Cathedral, and also that as a member of the Commission on the fabric he signed the Interim Report of June, 1922, from which the following extract is taken:—

"It would be an exceedingly formidable task to attempt to strengthen the foundations and, in our opinion, it is not necessary, provided always that no building or other operations are carried out below the level of these foundations in the neighbourhood of the Cathedral."

This report is signed by two other eminent engineers, Mr. G. W. Humphreys, Chief Engineer, London County Council, and Mr. E. C. Trench, Chief Engineer of the London, Midland and Scottish Railways.

The whole position is one to cause anxiety, and the Chapter, while not desirous of offering factious opposition, naturally feel that no risk can be taken.

Mr. Basil Mott, in the course of his reply, dated the 16 February, writes:—

As architectural adviser to the Dean and Chapter, Mr. Macartney is naturally anxious about any excavation being carried out in the vicinity of St. Paul's Cathedral below the level of its foundations, and I am in entire agreement with him. In the construction of St. Paul's Bridge, however, no such excavations will be necessary.

The northern approach to the bridge from St. Paul's Cathedral to the viaduct over Queen Victoria Street will be on a rising gradient of 1 in 40, and the works will consist largely of filling in existing basements, and the foundations for the abutments of the proposed viaduct over Queen Victoria Street, about 200 yards from the Cathedral, will not be below the foundations of the existing buildings and will not be in water.

As a member of the committee now investigating the condition of St. Paul's, at the request of the Dean and Chapter, I have the safety of the Cathedral very much at heart; but whatever may be the trouble from which the Cathedral is suffering at present, the construction of St. Paul's Bridge will not affect it in any way. Beyond that, the filling in of existing voids close to the Cathedral, which such construction entails, will be beneficial.

ALLIED SOCIETIES

Allied Societies

INCORPORATION OF ARCHITECTS IN SCOTLAND

DINNER TO SIR JOHN J. BURNET, A.R.A., R.S.A., LL.D., ROYAL GOLD MEDALLIST.

Sir John James Burnet was entertained at a complimentary dinner in the Trades House, Glasgow, on February 7th, by the Incorporation of Architects in Scotland, to celebrate the honour conferred on him last year of being awarded the R.I.B.A. Royal Gold Medal. The occasion was a remarkable tribute to the general esteem in which Sir John is held. Mr. T. P. Marwick, president of the Incorporation of Architects in Scotland, occupied the chair, and among those present were Sir Hugh Reid, Bart.; Sir William Raeburn, Sir Robert Lorimer, Sir Robert Bruce, Sir John Reid, Colonel J. A. Roxburgh, Colonel D. J. Mackintosh, Mr. James Paterson, Dr. Edwards, Mr. T. H. Hughes, Mr. Wardlaw Burnet, Mr. Norman A. Dick, Mr. David W. Marwick, Mr. G. Washington Browne, President of the Royal Scottish Academy; Dr. Kelly, Mr. Alex. Proudfoot, Mr. J. Hamilton MacKenzie, Mr. J. R. Richmond, Mr. John Keppie, Mr. James B. Dunn, Mr. Philip Halstead, and Mr. Glassford Walker; Mr. C. G. Soutar, Mr. James Lochhead, Mr. T. Aikman Swan, Mr. Robert G. Wilson, Mr. Alex. Grant, and Mr. Ian MacAlister, Secretary of the R.I.B.A.

The Chairman proposed the health of Sir John Burnet. The Royal Gold Medal, he said, had come to Scotland only once previously. This was the first occasion on which it had come to Glasgow. The Royal Gold Medal was presented to some distinguished architect or man of science or letters who had designed or executed a building of high merit or produced a work tending to promote or facilitate the knowledge of architecture, or the various branches of science connected therewith. It had been awarded to distinguished men in all countries, and was given by the vote of all the members of the Royal Institute of British Architects, to which the Incorporation of Architects in Scotland was affiliated.

It was, therefore, the highest tangible token of honour to which any exponent of their art could hope to attain. It affixed the seal on his work. It was unnecessary to enumerate a long list of their guest's works. They must be familiar with the many examples in that part of the country, such as the Athenæum, the Barony Parish Church, the Clyde Navigation Trust offices, and his work at the University and the Western Infirmary. Sir John Burnet might not inaptly be considered as in some degree a reincarnation of the spirit which animated some of the brilliant men of the past, who flourished in the golden age of architectural attainment in Italy. Coming to the present time, their guest was entitled to occupy an honoured place among those eclectic architects of America who were initiating those immeasurable improvements in all the qualities which made for good art.

Sir John Burnet, in reply, said:—I am proud to receive your congratulations; I feel myself decorated beyond all recognition. After all, I am just a practising architect, the son of a Glasgow architect, who, in the desire to serve his clients as his father served his, per-

sueded his father to let him go to Paris to study at the Ecole des Beaux Arts, at that time the first, if not the only, school of art in Europe. With a Scottish boy's desire to get the most out of his opportunities, I worked hard in the atelier of M. Pascal, for whose interest in my work I shall ever be grateful—an interest with which he honoured me till his death in 1919. On returning from Paris to my father's office at the age of 20, I was fortunate in winning the competition for the Institute of the Fine Arts in Sauchiehall Street, now skilfully adapted by my old friend John Keppie for that large and still growing warehouse of Messrs. Pettigrew and Stephens.

I can remember yet the struggle and long night hours over these my first working drawings, which I insisted on doing myself, not only to learn, but in the firm conviction that attention to my first piece of work was the best preparation for the next—a doctrine in which I still believe. It is to me peculiarly happy that this ceremony should take place in my native city in the home of the Glasgow Incorporations, of two of which, though I fear we did little for them, my father was, and I am, a member—the Masons and the Wrights—and for all my practical knowledge of, or sympathy with, these crafts I have to thank my father and the splendid craftsmen belonging to these incorporations who carried out his work. I shall ever gratefully remember the care and consideration with which they treated me when I returned to begin work. Looking back now, I seem to have been peculiarly fortunate in the varied and practical character of the problems I have been called upon to solve, each problem profoundly interesting and an education in itself, bringing me in close touch with many of those in the forefront of scientific research and industrial activity, and leading me to visit many countries, often in company with my client or his representative.

My first visit to America was made in the company of Dr. Barr, then professor of engineering in the University, with whom I visited many Universities and great centres of industrial activity, meeting many interesting people, such as Mr. Edison and our old countryman, the late Mr. Graham Bell, then known as Telephone Bell. Similarly in the company of my friend Colonel Mackintosh, the distinguished medical superintendent of the Western Infirmary, I visited hospitals and other curative establishments in the British Isles, France, Italy, Denmark, and Germany with the object of making the extensions proposed by our infirmary directors as perfect and up-to-date as possible; in fact, in "reaping where we had not sown." I early discovered that an architect must not think of his building as an archaeological monument. If he has cultured his mind, and rendered his eye critical of proportion, form and colour, by careful study of past work in all countries, before entering the field of service, the passion or enthusiasm to "dare" is aroused, not by memories of what he studied, but by his study and appreciation of the purpose of the building he is called upon to design.

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If, as I have said, I have been favoured with the companionship of clients each keen on the purpose he had in view, I have been equally favoured in the loyalty and enthusiasm of my assistants, both in the office and out of it, and in my brother artists, sculptors, and painters, without whose co-operation I doubt whether the work you have so generously approved could have been done, and I may be pardoned if I make particular mention of my old-time assistant, Sandy Paterson, now a distinguished architect, who, in spite of the suffering which we all know he has so heroically borne, has found it possible to be here to-night. From the beginning of my career, my colleagues in the profession have always made me feel their good comradeship.

My election as R.I.B.A. medallist came to me as a great surprise. I had never for a moment thought of my name being added to that long list of illustrious men of almost all countries in Europe and America who have in one way or another advanced the cause of architecture, never thought that I might find myself alongside of my Professor in Paris, Monsieur Pascal, or follow my distinguished Scottish confrère, the late Sir Rowand Anderson, the first, what London would term "provincial architect" to receive the honour. That my work has seemed to my colleagues throughout the country worthy of such an honour is, I feel, a great reward, and that you, my colleagues in Scotland, who, many of you, have known me almost from the beginning of my career, should have taken this way of showing your approval of my election, is a joy for which I feel I cannot adequately thank you.

Sir Hugh Reid, Bart., in proposing the toast of "The Royal Institute of British Architects," said the Institute stood for all that was best in British architecture. There were always problems in architecture to be solved, but of all the subjects engaging attention at the present time the housing problem was perhaps that which was exciting most interest. The best architectural knowledge and skill might help in the solution of such questions as to whether garden cities were the best or the only solution, or whether the provision of residential flats, now so much in demand, in larger and higher buildings well back from the main thoroughfares and in open spaces would not be equally satisfactory or even more satisfactory. While everyone would admit that in the country the garden city was the ideal solution, there were many who believed that larger and higher and isolated buildings, well placed on open sites, would be more satisfactory in the large towns, as the buildings would not only be less costly in upkeep but would permit of provision for complete co-operative services, besides facilitating by concentration the important question of transit.

Mr. Ian MacAlister, who responded to the toast, expressed the regret of the President of the Royal Institute, Mr. Gotch, that he was unable to be present to join in doing honour to Sir John Burnet. In the south, he said, they fully appreciated the services of Sir John Burnet to architecture and the wonderful efforts that were associated with his name during the last twenty years. More than that, they appreciated the great personality he had brought into the profession in London. Last year

the Gold Medal Committee of the Institute received a memorial signed by almost every architect of distinction in Scotland urging his claims, but that memorial was hardly needed. The committee had already made up their minds on the subject, and it was a happy coincidence that their decision was in accordance with the unanimous wish of Scotland.

Sir Robert Bruce proposed the toast of "The Sister Arts of Painting and Sculpture."

Mr. James Paterson responded for "Painting," and Mr. Alexander Proudfoot for "Sculpture."

Mr. G. Washington Browne, proposing "Our Friends and Patrons," remarked that much had been said and written lately about the paucity of the public who take any intelligent interest in modern architecture. But in this matter his sympathy was rather with the public. For had not modern architects and modern architecture much to blame themselves with for the alleged indifference of the public to them and their works? Had not architects in the last hundred years done everything possible to bewilder and befog the public? Had they not within that time had a riot of revivals? But with the emergence of the twentieth century one recognised a distinct disposition to shed exotics, and, influenced undoubtedly, whether consciously or unconsciously, by the new building material, ferro-concrete, to return to a more direct, simple, and, he should hope, national expression of their art in building. And in that return to a more direct and national expression of our art he hoped they would succeed in recapturing the interest of their patrons the public. There was one direction in which they might assist in that recapture of the interest of their patrons. He meant in the matter of exhibition of their works in the Royal Scottish Academy Exhibition. They had there a splendid gallery in which to exhibit their work, and he regarded it as a national misfortune and reproach that they should be annually under the necessity of making an appeal to England to sustain the interest of that gallery.

BIRMINGHAM ARCHITECTURAL ASSOCIATION.

ANNUAL DINNER.

The annual dinner of the Birmingham Architectural Association was held at Birmingham on 1 February. Mr. Rupert Savage [F.], President, was in the chair; he was supported by the Lord Mayor of Birmingham, Alderman T. O. Williams and the President of the Royal Institute of British Architects, Mr. J. Alfred Gotch, F.S.A., the Town Clerk (Mr. F. H. C. Wiltshire), the City Surveyor (Mr. H. H. Humphries), Principal of the Birmingham University (Mr. C. Grant Robertson), Mr. W. J. Ballard (Building Surveyor, Birmingham), Mr. T. R. Milburn (Northern Architectural Association), Mr. E. P. Warren (Berks, Bucks and Oxon Architectural Association), Mr. Stockdale Harrison (Leicester Society of Architects), Mr. J. M. Dosser (York Architectural Society), Mr. John Bellis (Vice-President Birmingham Chamber of Commerce), and Mr. W. J. Wainwright, A.R.A. (Royal Birmingham Society of Artists).

ALLIED SOCIETIES

The toast of the City of Birmingham was proposed by Mr. William Haywood [F.], who said that, outside the city, Birmingham was credited with much civic idealism and activity. Perhaps those who lived within the city were the least cognisant of its aspirations and its advantages. There were, however, certain institutions of which they were all justly proud, and amongst these must be included the Repertory Theatre, which caused the name of Birmingham to be commended and admired all over the world, and it was with consternation that they had learnt only this week of the intention of closing it.

Responding, the Lord Mayor said that while Birmingham might not be all that the idealist desired, he believed that there had been a steady improvement during the years and that this would continue. They all knew that the City Surveyor had prepared a notable scheme for the improvement of the centre of the city and the formation of an inner ring road. There was also the great scheme at the bottom of Broad Street, where the Corporation had just completed the last purchase necessary for the formation of the new Civic Centre around the Hall of Memory now in course of erection. In Corporation Street there was the great rebuilding scheme upon which Messrs. Lewis were just embarking. While a good deal was being done to improve the city, nothing really comprehensive could be achieved so long as New Street Station existed, at any rate in its present form. While many splendid schemes were being urged upon the city authorities, he doubted if the ratepayers would be prepared to submit to higher rates in order to secure these improvements.

"The Royal Institute of British Architects" was proposed by Mr. Rupert Savage, who said he would like to correct an impression in certain quarters that the Institute was a trade union. It existed mainly for the maintenance of a high standard of conduct among its members, the improvement of architecture, and, as a means towards this end, the encouragement of architectural education. There were now established all over the country schools of architecture directly under the control of, and largely supported by, the Institute. He hoped that the presence of these schools would tend to correct the great ignorance of architectural matters which existed amongst the general public. He would like to comment upon the greatly increased share now enjoyed by the Allied Societies in the councils of the Institute.

Mr. Gotch, in reply, said it was with the greatest satisfaction that he observed the large part now being played by the Allied Societies—more particularly by the Committee of Presidents of Allied Societies. There was no doubt that, as a result, the policy and scope of the Institute's activities were being considerably broadened and a new spirit of enterprise was becoming apparent.

The Institute had done much in the last few years to awaken public interest in architecture, and he felt that its efforts were now beginning to bear fruit. It had on many occasions been able to offer profitable advice to the Government and public authorities, who, he thought, were beginning to realise that it was wise to relegate matters architectural to those qualified to deal with them.

Mr. Holland W. Hobbiss [A.], Vice-President Birmingham Architectural Association, in proposing the toast of

"Our Guests," referred to the good work which had been done by the School of Architecture under its former Director, Mr. W. H. Bidlake, and which was being continued under its present director, Mr. George Drysdale.

SHEFFIELD, SOUTH YORKSHIRE AND DISTRICT SOCIETY OF ARCHITECTS AND SURVEYORS.

Professor J. Husband, M.I.C.E., M.Am.Soc.C.E., delivered a lecture before the Society on the 14 February on "Steel Construction."

The lecturer stated that in the limited time at his disposal he proposed to notice some of the aspects of steel construction of more particular interest to architects and would therefore confine his remarks to matters relating to steel buildings.

Two distinct types existed—low buildings in which wind stresses were small or negligible, and lofty buildings on which wind pressure was of great importance and strongly affected the design. In this connection the experience gained from the design and erection of the tall steel framed buildings in the United States was valuable. In this country architects and engineers were seldom called upon to erect buildings exceeding ten or twelve storeys in height. The steel buildings might be divided conveniently into four units—the foundation, stanchions, floor system and roof. The requisites of a good foundation were enunciated and the importance emphasised of distributing the load in order to ensure uniform settlement of all parts of the framework. The purpose for which the building was designed determined the stanchion positions and consequently the foundation areas. Several arrangements of foundations were illustrated and expedients for overcoming particular difficulties noticed. The general design and value of grillage foundations were carefully considered, the various types of stanchions suitable for framed buildings were reviewed together with their relative advantages and disadvantages. Matters relating to the effects of machine riveting on built-up stanchions, arrangement of joints and design of base castings were discussed, after which the several types of floors suitable for use in steel buildings were dealt with in considerable detail and very fully illustrated on the screen. The lecturer devoted considerable attention to special features in the design of floor beams and to their duty in resisting effects of wind pressure in buildings where special wind bracing was not provided.

An interesting comparison of the relative merits of flat and sloping roofs and consideration of wind and snow loads was followed by a careful examination of the general effects of wind pressure on the members of the framework and of the various systems employed for the wind bracing in buildings, special reference being made to this feature in the case of very lofty buildings.

The general scheme of the analysis of wind stresses by the "table-leg" method was outlined at considerable length and the many points enumerated illustrated by reference to several existing buildings at home and abroad.

The lecture was illustrated by about fifty excellent lantern slides.

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THE ARCHITECTURE CLUB EXHIBITION AT GROSVENOR HOUSE.

The Architecture Club's second exhibition at Grosvenor House, which the Duke of Westminster has again kindly placed at the disposal of the Committee, will be formally opened by the Marquis Curzon of Kedleston on 11 March, and will be open to the public from 12 March to 17 April inclusive. The exhibition this year, under the title of "British Architects of To-day," will comprise four sections—"Recent Architecture" (since the war), "Gardens" (of the last twenty years), "Housing" (since 1913), and "Memorials." The exhibits will consist of large photographs and models, and in addition to models of modern buildings there will be a display of garden statues and pottery by Mr. and Mrs. H. Stabler, Mr. Percy Bentham, Miss Aitchison, Mr. Clay, Mr. Alec Millar and others. Lady Constance Hatch has made another collection of "Old Models," which includes a series of twenty-five models of English and French cathedrals, lent by the Dean and Chapter of Canterbury, and Barry's model for the three towers of the House of Parliament, lent by H.M. First Commissioner of Works. The continuous lantern show will again be provided, and a special rota of lecturers will supply the informal afternoon talks to the lantern views which were so popular last year.

THE LIBRARY.

An interesting engraving has recently been presented to the Library by Mr. Edward Warren [F.] entitled Sir Christopher Wren presenting to King Charles II. his plan for rebuilding the City of London after the Great Fire of 1666. Wale delin. Grignon sculp.

Wale appears to be Samuel Wale who "assisted John Gwyn in the well-known engraving of the "Section of St. Paul's Cathedral decorated agreeably to the original intention of Sir Christopher Wren."

Through the courtesy of Mr. Douthwaite, of the Guildhall Library, it has been ascertained that this engraving appears as a frontispiece to the 1771 edition of Henry Chamberlain's *History and Survey of the Cities of London and Westminster*, a volume containing several engravings of architectural interest.

NOTES FROM THE MINUTES OF THE COUNCIL MEETING.

4 February 1924.

ROYAL GOLD MEDAL, 1924.

By a unanimous vote it was decided to nominate Mr. W. R. Lethaby as a suitable recipient of the Royal Gold Medal for the year 1924.

NATIONAL HOUSING POLICY.

On the recommendation of the Housing Committee a memorandum on the subject of National Housing Policy was approved and ordered to be sent to the Minister of Health and communicated to the Press.

ARTERIAL ROADS.

On the recommendation of the Town Planning Com-

mittee a memorandum was approved for submission to the Minister of Transport.

ST. PAUL'S BRIDGE AND CHARING CROSS BRIDGE.

It was decided to invite the Royal Academy, the London Society, the Architecture Club and the Town Planning Institute to appoint representatives to attend a conference on 19 February to discuss the present position and to take any public action that might seem desirable.

INTERNATIONAL CEMENT CONGRESS.

Mr. H. D. Searles-Wood and Mr. C. Stanley Peach were appointed to represent the R.I.B.A. at the meetings of the International Cement Congress in April.

TRIBUNAL OF APPEAL (LONDON BUILDING ACTS).

Mr. John Slater was reappointed to represent the R.I.B.A. on the Tribunal of Appeal.

RETIRED FELLOWSHIP.

Mr. F. O. Lechmere-Oertel and Mr. Arthur Edmund Street were transferred to the Class of Retired Fellows.

18 February, 1924.

ADVISORY ART COMMITTEES.

On the recommendation of the Art Standing Committee, it was decided to circulate to the Allied Societies an advisory Memorandum on the formation of Advisory Art Committees for cities, towns and rural areas.

WAGE SLIPS ON TENDERS.

On the recommendation of the Practice Standing Committee, it was decided to inform the London Master Builders' Association that strong exception is taken to their action in issuing a notice stating that slips would in future be affixed to tenders providing for adjustments in the event of variations in the wage rates, in view of the fact that the point is at present under discussion with the National Federation of Building Trades' Employers (which includes the London Master Builders' Association).

THE ROYAL SANITARY INSTITUTE CONGRESS, 1924.

Mr. W. Glen Dobie [A.], President of the Liverpool Architectural Society, was appointed to represent the R.I.B.A. at the Congress of the Royal Sanitary Institute to be held at Liverpool in July.

THE IMPUGNING OF THE AWARDS OF ASSESSORS IN ARCHITECTURAL COMPETITIONS.

The attention of the Council of the R.I.B.A. has been directed to the action of certain members, who were unsuccessful in a recent Competition, in addressing letters to the Press impugning the award of the Assessor.

It is the opinion of the Council that unsuccessful Competitors, if they feel that they have grounds for dissatisfaction with an Assessor's Award, should approach the R.I.B.A., and that the ventilation of grievances in the public Press without such reference to the R.I.B.A. is highly undesirable.

It is to be understood that this expression of opinion by the Council is not intended to preclude genuine and disinterested artistic criticism of designs submitted in Competition.

IAN McALISTER, *Secretary R.I.B.A.*

NOTICES

BOARD OF ARCHITECTURAL EDUCATION. INTERNATIONAL CONGRESS ON ARCHITECTURAL EDUCATION.

The arrangements for the International Congress on Architectural Education, which will be held at the R.I.B.A. from Monday, 28 July, to Friday, 1 August, 1924, are in the hands of an Executive Committee under the Chairmanship of Mr. Maurice E. Webb, M.A. [F.]. The following have kindly consented to serve on the Committee :—

Sir Reginald Blomfield, R.A., Litt.D.
Sir John J. Burnet, A.R.A., R.S.A.
Lt.-Col H. P. L. Cart de Lafontaine, O.B.E.
Mr. Arthur J. Davis.
Mr. G. Topham Forrest, F.R.S.E., F.G.S.
Mr. W. Curtis Green, A.R.A.
Mr. Stanley H. Hamp.
Mr. Arthur Keen.
Professor Beresford Pite, Hon. M.A. Cantab.
Mr. W. S. Purchon, M.A.
Professor C. H. Reilly, O.B.E.
Professor A. E. Richardson.
Mr. Howard Robertson, S.A.D.G.
Mr. H. D. Searles-Wood.
Mr. Evelyn Shaw, M.V.O.
Mr. Paul Waterhouse, M.A., F.S.A.

Mr. Henry M. Fletcher, M.A., is the Hon. Secretary.

The Congress will consist of Meetings for Papers and Discussions, Visits, Receptions and a Dinner.

An Exhibition of Students' work will be held, and it is hoped to be able to arrange for accommodation for the Exhibits in Devonshire House, Piccadilly, in addition to the galleries of the R.I.B.A., 9, Conduit Street, W.1.

R.I.B.A. PRIZES AND STUDENTSHIPS.

The Juries for 1924 have been appointed as follows :—

The Royal Institute Essay Prize.—The Chairman of the Board of Architectural Education, Mr. Lionel B. Budden, Mr. S. D. Kitson, Professor Beresford Pite, The Critic.

The Tite Prize.—The Chairman of the Board of Architectural Education, Mr. Robert Atkinson, Mr. Fernand Billeray, Professor C. H. Reilly, The Critic.

The Measured Drawings Medal.—The Chairman of the Board of Architectural Education, Mr. H. Chalton Bradshaw, Mr. Theodore Fyfe, Mr. Basil Oliver, The Critic.

The Owen Jones Travelling Studentship.—The Chairman of the Board of Architectural Education, Mr. Arthur J. Davis, Mr. Gerald Moira, Mr. Halsey Ricardo, The Critic.

The Grissell Gold Medal.—The Chairman of the Board of Architectural Education, Mr. Donald Cameron, Mr. W. E. Vernon Crompton, Dr. Oscar Faber, The Critic.

The Godwin Bursary and Wimperis Bequest.—The Chairman of the Board of Architectural Education, Professor S. D. Adshhead, Mr. Walter Cave, Mr. W. S. Purchon.

Notices

THE ROYAL GOLD MEDAL, 1924.

A Special General Meeting will be held on Monday, 3 March 1924, at 8 p.m., for the following purpose :—

To elect the Royal Gold Medallist for the current year.

THE NINTH GENERAL MEETING.

The Ninth General Meeting (Business) of the Session 1923-1924 will be held on Monday, 3 March 1924, at the termination of the Special General Meeting, for the following purposes :—

To read the Minutes of the General Meeting (Ordinary) held on 18 February 1924 ; formally to admit members attending for the first time since their election.

To proceed with the election of the candidates for membership whose names were published in the JOURNAL for 12 January 1924 (page 163) and 7 February 1924 (pp. 227-8).

ACADEMIC DRESS.

Mr. C. Ernest Elcock [F.] will move the following resolution :—

That the Resolutions on the subject of Academic Dress passed at the General Meetings on the 30 April 1923 and on the 7 January 1924 be rescinded, and that no further action be taken in the matter of the proposed Academic Dress.

SESSIONAL PAPER, 17TH MARCH 1924.

Mr. Hope Bagenal [A.], having found it necessary to postpone the delivery of his lecture on "Planning for Musical Requirements" on 17 March, Major Harry Barnes [F.] has consented to deliver a lecture on "National Housing" on that date.

Competitions

PROPOSED CONSTANTINE TECHNICAL COLLEGE, MIDDLESBROUGH.

The President of the Royal Institute of British Architects has nominated Mr. Percy Thomas, O.B.E., F.R.I.B.A., as Assessor in this Competition.

PROPOSED MASONIC MILLION MEMORIAL COMPETITION.

The President of the Royal Institute of British Architects has nominated Sir Edwin L. Lutyens, R.A., F.R.I.B.A., as one of the three Assessors in this Competition.

PROPOSED LAY-OUT COMPETITION, VALLETTA, MALTA.

The President of the Royal Institute of British Architects, has nominated Mr. Edward P. Warren, F.S.A., F.R.I.B.A., and Professor Patrick Abercrombie, A.R.I.B.A., as joint-Assessors in this Competition.

IAN MACALISTER,
Secretary R.I.B.A.

Members' Column

Members, Licentiates, and Students may insert announcements and make known their requirements in this column without charge. Communications must be addressed to the Editor, and be accompanied by the full name and address. Where anonymity is desired, box numbers will be given and answers forwarded.

PARTNERSHIPS WANTED.

ASSOCIATE, civil and mechanical engineer, wishes to co-operate with member in partnership or as consultant.—Apply Box 9254, c/o Secretary R.I.B.A., 9 Conduit Street, W.1.

A.R.I.B.A., many years' experience in all branches of practice, desires appointment as chief or manager with possibility of partnership or interest. Accustomed to full control and supervision of large drawing staff. Good business knowledge, finance, mortgages, etc.—Box 1924, c/o Secretary R.I.B.A., 9 Conduit Street, W.1.

ARCHITECT SURVEYOR (Associate), with extensive and mature experience, practising in London, would welcome opportunity to purchase partnership offering field for consummate energy.—Apply Box 9224, c/o Secretary R.I.B.A., 9 Conduit Street, W.1.

ARCHITECT seeks appointment with view to Purchase Partnership. Near London or Southern Counties preferred, but not essential.—Apply Box 1624, c/o Secretary R.I.B.A., 9 Conduit Street, London, W.1.

FORMATION OF PARTNERSHIPS.

MR. J. MELFORT SHARMAN, F.S.A., having retired from the firm of Messrs. Shartman and Moore, Architects, Civil Engineers and Surveyors, of Leicester and Wellingborough, Mr. W. E. Moore, M.S.A., M.I.Struc.E., has taken into partnership Mr. Francis H. Morley, A.R.I.B.A. The practice will be carried on as Messrs. Moore and Morley, with offices at Barclays Buildings, High Street, Leicester, and 32a Sheep Street, Wellingborough.

MR. HUMPHREY A. BEESTON, Associate, who has recently retired from the service of the Egyptian Public Works Ministry, has entered into partnership with his father, Mr. Wm. Beeston, M.S.A., and will practise under the title Wm. Beeston & Son, Architects and Surveyors, at 15 Castle Street, Dover, Kent.

APPOINTMENTS WANTED.

ASSOCIATE would run and manage single-handed the London office of a provincial firm in return for use of office.—Apply Box 9224, c/o Secretary R.I.B.A., 9 Conduit Street, W.1.

ARCHITECT (A.R.I.B.A.), 36, now and for the past five years Chief Assistant in office where £240,000 worth of work of every type of architecture has been done during that time, desires responsible position, preferably, but not necessarily, near London. Present salary £500 p.a., also own private practice. Capable, loyal and energetic. Public School and A.A. man, ex-captain, travelled in three continents.—Apply Box 1424, c/o Secretary R.I.B.A., 9 Conduit Street, W.1.

A.R.I.B.A., P.A.S.E., would be prepared to act as Executive Architect for any member of the Institute on reasonable terms. Own office.—Reply Box 1524, c/o Secretary R.I.B.A., 9 Conduit Street, W.1.

ARCHITECT seeks appointment. Very wide experience. Design, details, specifications, quantities, surveying. Highest references.—Reply Box 2224, c/o Secretary R.I.B.A., 9 Conduit Street, W.1.

A.R.I.B.A., with varied experience, would undertake work in London or Suburbs on behalf of provincial or Scottish architects, or would be glad to do work in his own office for any London architects who require temporary help.—Apply Box 1603, c/o Secretary R.I.B.A., 9 Conduit Street, W.1.

A.R.I.B.A. of experience desires Assistantship with view to Partnership, or would take over existing practice if owner is desirous of retiring from active work.—Apply Box 5312, c/o Secretary R.I.B.A., 9 Conduit Street, W.1.

ARCHITECTURAL ASSISTANT seeks engagement. Accustomed to entire supervision of large works and control of labour. Expert at modern construction and design, specifications and quantities.—Apply Box 8224, c/o Secretary R.I.B.A., 9 Conduit Street, W.1.

VACANCY FOR ARCHITECT'S PUPIL.

AN exceptional opportunity occurs in a London Architect's office for a Gentleman's Son. Moderate premium, with portion returned as salary in last year of articles, according to ability shown. Every facility for gaining practical experience offered in many branches of Architecture and Building by the Principals of the Firm, who are qualified Architects and Surveyors, with a considerable amount of work in hand.—Apply to Box 1824, c/o Secretary R.I.B.A., 9 Conduit Street, London, W.1.

Minutes VIII

SESSION 1923-1924.

At the Eighth General Meeting (Ordinary) of the Session 1923-1924, held at the Royal Society on Monday, 18 February 1924, at 8 p.m.—Mr. J. A. Gotch, F.S.A., President, in the chair. The attendance book was signed by 24 Fellows (including 10 Members of the Council), 28 Associates (including 1 Member of the Council), 2 Licentiates, 2 Hon. Associates, and a large number of visitors. The Minutes of the meeting held on 4 February 1924, having been taken as read, were confirmed and signed by the Chairman.

The Hon. Secretary announced the decease of

Mr. Marshall Robinson, elected Associate 1893,

And it was RESOLVED that the regrets of the Royal Institute for the loss of this Member be recorded in the Minutes and that a message of sympathy and condolence be conveyed to his relatives.

Mr. Paul Waterhouse, F.S.A. [F.], Past-President, having read a paper on "The Charing Cross Bridge," and illustrated it by lantern slides and drawings, a discussion ensued, and on the motion of Sir Henry Dixon Kimber, Bart., Chairman of the Bridge House Estates Committee of the Corporation of London, seconded by Sir Banister F. Fletcher [F.], a vote of thanks was passed to Mr. Waterhouse by acclamation, and was briefly responded to.

On the motion of the President, seconded by the Hon. Secretary, a cordial vote of thanks to the President, Council and Members of the Royal Society for their generous hospitality in lending their rooms for the purpose of the Royal Institute meetings was passed by acclamation.

The meeting closed at 9.45 p.m.

Arrangements have been made for the supply of the R.I.B.A. JOURNAL (post free) to members of the Allied Societies who are not members of the R.I.B.A. at a specially reduced subscription of 12s. a year. Those who wish to take advantage of this arrangement are requested to send their names to the Secretary of the R.I.B.A., 9 Conduit Street, W.1.

Members sending remittances by postal order for subscriptions or Institute publications are warned of the necessity of complying with Post Office Regulations with regard to this method of payment. Postal orders should be made payable to the Secretary R.I.B.A., and crossed.

R.I.B.A. JOURNAL.

Dates of Publication.—1923:—10th, 24th November; 8th, 22nd December. 1924: 12th, 26th January; 9th, 23rd February; 8th, 22nd March; 5th, 26th April; 10th, 24th May; 7th, 28th June; 12th July; 16th August; 20th September 18th October.

